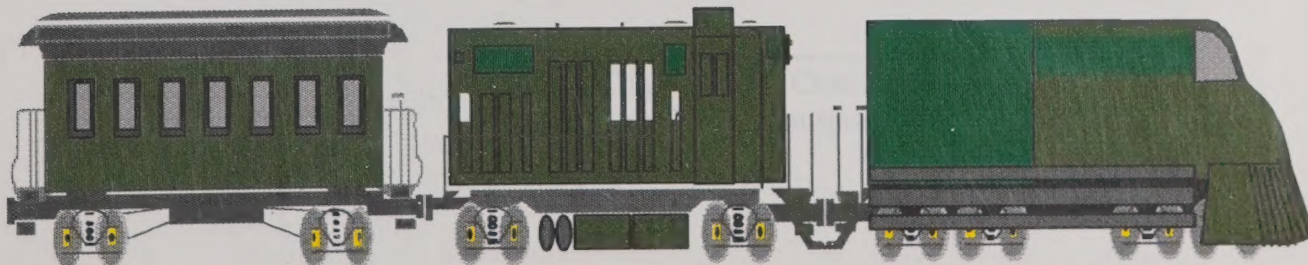
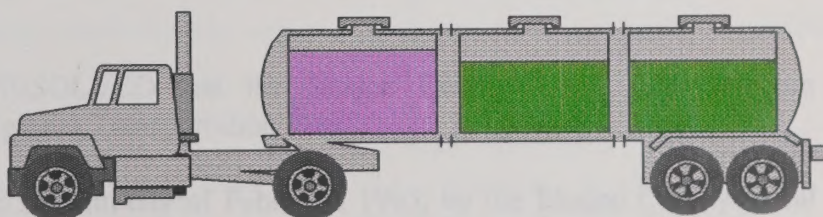
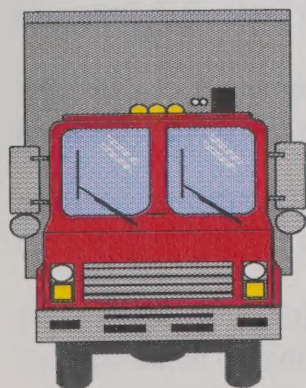
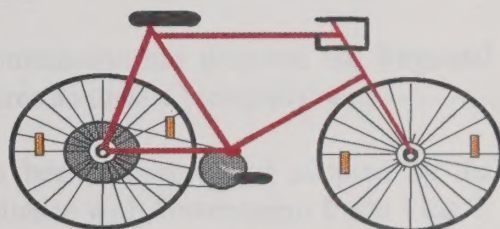
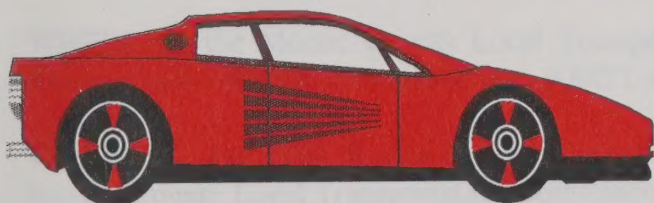


# Modoc County 1994 Regional Transportation Plan

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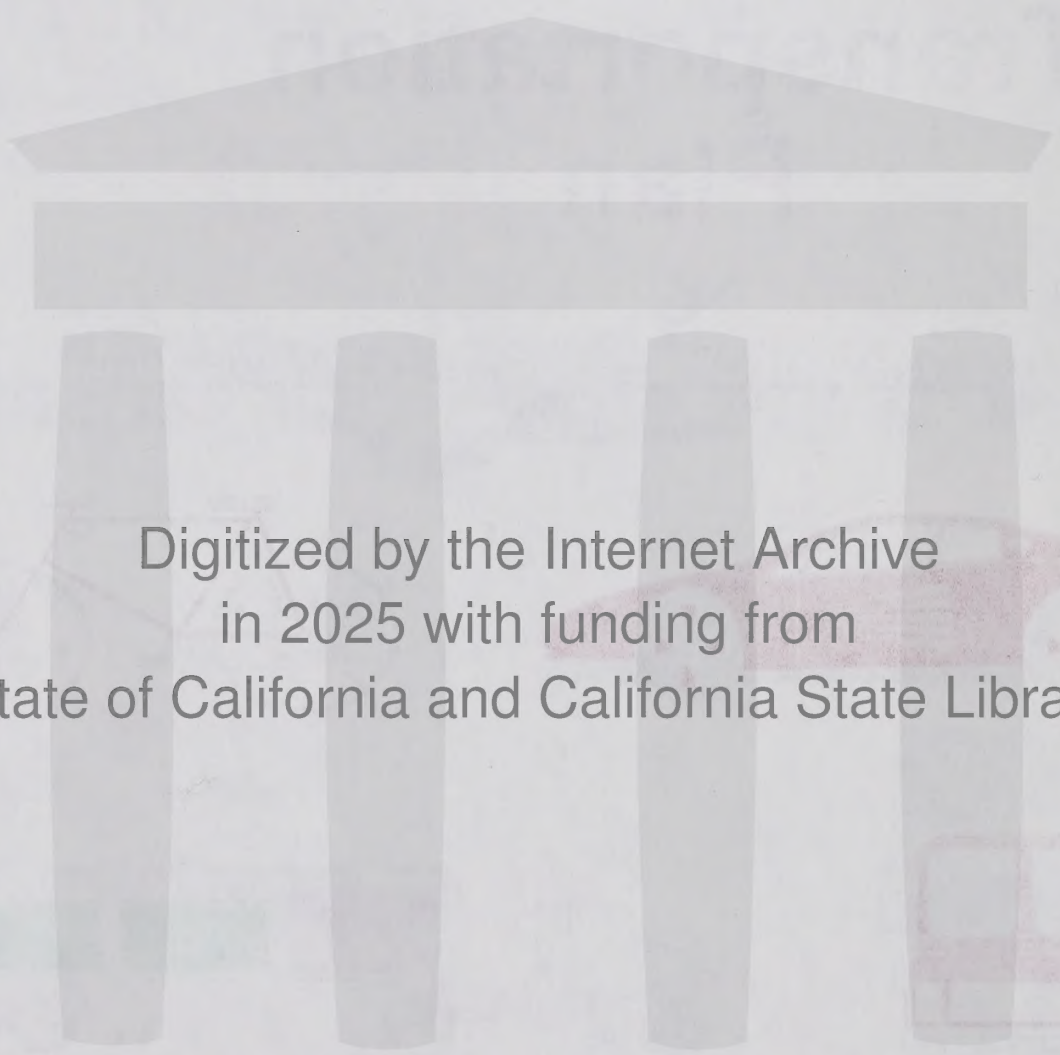
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UNIVERSITY OF CALIFORNIA



Prepared by Modoc County  
Local Transportation  
Commission

Adopted February 7, 1995,  
by the Modoc County Local  
Transportation Commission



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**MODOC COUNTY LOCAL TRANSPORTATION COMMISSION  
RESOLUTION NO. 95- 03**

**APPROVING AND ADOPTING THE REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Modoc County Local Transportation Commission on March 31, 1975, adopted a Regional Transportation Plan for the County of Modoc; and

WHEREAS, Government Code Section 65080, as amended by the Alquist-Ingalls Act (AB402, 1977), signed by the Governor on September 27, 1977, directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan; and

WHEREAS, Government Code Section 65080 as amended by the Revenue Enhancement and Program Reform Act (AB471 1989) Chapter 106 Statutes of 1989, signed by the Governor on July 10, 1989, further directs each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan; and

WHEREAS, the plan is to be directed at the achievement of a coordinated balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad and aviation facilities and service; and

WHEREAS, the Modoc County Local Transportation Commission has prepared the Regional Transportation Plan in accordance with AB471 which requires an update biennially; and

WHEREAS, the 1994 Regional Transportation Plan has been prepared and adopted by the Modoc County Local Transportation Commission in compliance with Government Code Title 7, Chapter 2.5, Sections 65080-65082; and

WHEREAS, the proposed Regional Transportation Plan is in compliance with the California Environmental Quality Act.

NOW, THEREFORE BE IT RESOLVED that the Modoc County Local Transportation Commission approve the 1994 Regional Transportation Plan.

PASSED AND ADOPTED THIS seventh day of February, 1995, by the Modoc County Local Transportation Commission.

---

William "Chip" Greene, Chairman  
Modoc County Local Transportation Commission



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## DOCUMENT REFERENCE

DOCUMENT	BY	REVIEW AT
Social Service Inventory 1981, 1992	MCLTC	County of Modoc 202 West Fourth St. Alturas, CA 96101
Social Service Action Plan 1981, 1992 for Transportation Coordination in Modoc	MCLTC	County of Modoc Dept. of Public Works 202 West Fourth St. Alturas, CA 96101
Modoc County General Plan 1988, 1991, 1993 Specific Area Plans	Modoc County Planning Department	Modoc County Planning Dept. 202 West St. Alturas, CA 96101
Modoc County Road Inventory	Modoc County	County of Modoc Road Department 202 West Fourth St. Alturas, CA 96101
Background 1992 PSTIP, IRRS, SHOPP for Modoc County	Caltrans Program Management	Caltrans 1657 Riverside Dr. Redding, CA 96001
Task Force Update Report-Deregulation	AASHTO Standing Committee	Caltrans 1657 Riverside Dr. Redding, CA 96001
Eagle Lake Flooding Study (Various) Planning Group	Eagle Lake Basin Interagency Board of Directors	Mr. Carl Parks Eagle Lake Interagency Courthouse Susanville, CA 96780
Population Estimates January 1994	Department of Finance	County of Modoc Road Department 202 West 4th Street Alturas, CA 96101
Route Concept Reports	Caltrans	Caltrans 1657 Riverside Drive Redding, CA 96001



## GLOSSARY OF TERMS

### A

AADT	Annual Average Daily Traffic (both directions)
AB	Assembly Bill
AIP	Airport Improvement Program

### B

BLM	Bureau of Land Management
BRR	Bridge Rail Replacement

### C

CAAP	California Aid to Airport Program
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
Concern	Problem Identification Criteria for the State Highway System of Route Concept Report Guidelines dated December 1, 1983
CTSA	Consolidated Transportation Service Agency
CSD	California Pines Community Services District

### D

DOF	Department of Finance
-----	-----------------------

### F

FAP	Federal Aid Primary
FAS	Federal Aid Secondary
FAU	Federal Aid Urban
F&E	California Freeway and Expressway System
FHWA	Federal Highway Administration
FTA	Federal Transportation Administration
FY	Fiscal Year

### H

HES	Hazard Elimination Safety Program
HBRR	Highway Bridge Replacement and Rehabilitation Program



## I

Improvements	Recommended improvements desired if funding can be obtained. Limited funding may prevent some recommended improvements from being made during the study period.
IRRS	Inter Regional Road System (State designation)
ISTEA	Intermodal Surface Transportation Efficiency Act

## L

Larger Truck Routes	The Federal Surface Transportation Assistance Act of 1982 permits a tractor-semitrailer combination of unlimited overall length (semitrailer limited to 48 feet) and 8 1/2-foot width to operate on Interstate and qualifying designated Primary highways.
LTF	Local Transportation Fund

## M

MCLTC	Modoc County Local Transportation Commission
MRE	Modoc Recreational Estates (subdivision in Modoc County)

## N

NHS	National Highway System
-----	-------------------------

## O

Operating Speed	Theoretical speed a section of highway can be driven considering other traffic, including trucks.
--------------------	---

## P

PM	Highway Post Miles
PSTIP	Preliminary State Transportation Improvement Program

## R

RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

## S

SB	Senate Bill
SHELL	Subsystem of Highways for the Movement of Extralegal Permit Loads--permit required.
SHOPP	State Highway Systems Operation and Protection Plan (State Highways only)
SR	State Route
SSTAC	Social Service Transportation Advisory Council
STP	Surface Transportation Program
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program

## T

TCR	Transportation Concept Report
TDA	Transportation Development Act
TSM	Transportation Systems Management

## U

UMTA	Urban Mass Transportation Act
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# **I. REGIONAL CHARACTERISTICS**

Modoc County is located in the northeast corner of the State, bounded by Nevada to the East, Oregon to the North, and Siskiyou, Shasta and Lassen Counties to the west and south. The valleys of the County are generally at 4,300-foot elevation and the highest elevation is 9,934 feet at Eagle Peak in the Warner Mountains. There are 4,092 square miles in the County with approximately 70 percent of the land in State and Federal ownership.

Much of the County is National forest land, and opportunities to hunt and fish are plentiful. The Forest Service maintains several campgrounds in the area. The southern and eastern sections are particularly noted for deer hunting. In addition to hunting, winter sports may be enjoyed at Cedar Pass on State Route 299 in eastern Modoc County. Economic resources are derived from the agricultural lands, forests, and seasonal tourism.

The terrain in Modoc County is mountainous with high-desert vegetation and timber; numerous valleys are suited for agricultural use. The eastern portion of Modoc County is largely composed of porous volcanic rock that allows water to pool, resulting in numerous lakes and streams. The major river in Modoc County is the Pit River.

Dry, clear air with freezing temperatures characterizes the winter weather of Modoc County. Snow blankets the higher elevations for many months of the year, though the valley regions have comparatively little snow. The average temperatures for Alturas in January range from 16 degrees to 40 degrees Fahrenheit, and July temperatures range from 45 degrees to 88 degrees Fahrenheit. Annual precipitation levels can range from nine to eighteen inches in most valley areas and up to thirty-five inches in the mountainous areas.

## **Demographics**

Figures from the Department of Finance Demographic Research Unit projections for January 1993 indicate a total population of 10,047 with the City of Alturas having a population of 3,450 (34% of the county's population). The county's population has increased by 369 residents according to the 1990 census that indicated a population of 9,678, and the population has increased 1,437 from the 1980 census of 8,610 residents. Modoc County has the third lowest population in the State, and ranks only above Alpine and Sierra Counties. The small population increase can be attributed to a lack of employment opportunities, overall economic trends, and the travel distance from urban areas. Low population and low pollution are factors that contribute to Modoc County being designated an air quality attainment area. It is expected that Modoc County's population will rise to 12,250 by the year 2005 (DOF May 1993 Report 93 P-2). Of that number, approximately 17% will be 64 years of age or older. Many of the aged residents are at a period in their life when most will no longer be able to provide for their own transportation needs.



# MODOC COUNTY POPULATION 1990-2000

Age	1990	2000	2010	2020
0-18	2,654	2,660	2,970	3,337
18-64	5,424	6,777	7,811	8,373
64+	1,622	2,022	2,221	2,789
Total	9,700	11,459	13,002	14,499
Median Age	37.19	39.24	38.01	39.68

Department of Finance 93P-3, May 1993 Population for Projections for California Counties

The City of Alturas' and Modoc County's youth (under 18 years old) population levels have decreased steadily since 1970, according to the State Department of Finance data. Youth represented 36% of the population in 1970, and in 1980 youth represented 27% of the population. The 1990 youth population reveals another slight decrease to 26% of the total population. The under 18 year old population is expected to remain at 26% of the population through the year 2000; then in 2020 that population is expected to decrease to 22% of the population. These figures follow national trends, but are exaggerated due to a depressed job market. This trend is directly effected by families with young children moving away from an area for employment reasons. The exodus results in an area inhibited by an older average population. The population projection for the 18 to 64 group shows a slight increase from 55.9% in 1990, to 55.9% in 2000 and 57.7% in 2020. The 1993 population projection indicates residents within the age category of 18 to 64 years old constitute 56% of the County's and City's population. The median age is projected to increase from 37.19 in 1990, to 39.24 in 2000, decrease to 38.01 in 2010 and increase overall to 39.68 in 2020.

According to the 1992 Annual Planning Report, (Employment Development Department 1992) the predominant employment in Modoc County is government jobs at 43.7%; this is largely due to employment by the Forest Service, Bureau of Land Management, and Modoc County. Retail trade follows government jobs with 18.9%, services and agriculture comprise 12.6% and 11.6% respectively, and manufacturing is at 4.8% of the employment. Wages in the County are among the lowest in the State. With little industry, middle class paying jobs are difficult to find. Most employment is at the minimum wage level in services and ranch work. Unemployment averages have steadily increased in Modoc County throughout the last four years and have shown a minor decrease in 1993. In 1988 the unemployment average was 8.7%. The 1989 and 1990 annual average unemployment rates were 9.1% and 10.1% respectively, and in 1991 the unemployment average increased to 12.4%. In 1992 the unemployment average increased again to 16.7% while the State average was 7.5%. In 1993 the average decreased to 13.4%, and the State unemployment average also increased in 1993 to 9.2%. The following list indicates some of the reasons the county is unable to attract industrial growth:

Location ..... Remote area, 140 miles east of I-5.  
Climate ..... Seven months of harsh weather.  
Education ..... No four year or community college.  
Utilities ..... No natural gas. Limited area specific sewer  
systems outside the City of Alturas.

Medical .....	Minimal services and few doctors are available. Residents requiring special treatment must travel to another area, i.e., Redding, Reno, Klamath Falls, or Medford.
Natural Resources .....	Little to attract industry. Short term declining timber industry, and mining and construction is also projected to decrease.
Shopping .....	Local stores with no major chain stores.
Transportation .....	Greyhound has two daily buses one north and one south. No scheduled airline. No taxi service or local public transit. No passenger rail service. Rail freight north to Klamath Falls only twice weekly.
Entertainment .....	Occasional cultural performances.

### **Streets and Highways**

There are 2,719 highway miles in Modoc County with 1,515 miles of highway identified as US. Forest Service roads. The principal routes through the County are State Routes 139, 299, and US 395. US 395 passes through Alturas on a north-south route, State Route 299 follows an east-west route, and State Route 139 extends northwest from Canby to Tulelake. Many County and City roads support the State Highway System by interconnecting communities and serving as both collectors and highway arterials. The map on page M-1 illustrates State highway facilities within the County. The highways in Modoc County designated as part of the Inter Regional Road System (IRRS) and the National Highway System (NHS) includes all of US. 395, SR 299 between Canby and Alturas, and SR 139 from Canby north to the Siskiyou County line.

Modoc County is rural and consists of the following widely separated communities: Lookout, Adin, Day, Canby, Likely, Cedarville, Eagleville, Fort Bidwell, Lake City, Newell, Davis Creek, Stronghold, and Tionesta. A relatively large percentage of the county's residents is located in or near the City of Alturas; Alturas is the only incorporated city in the County and is also the County seat. Other relatively large percentages of population reside within Surprise Valley and the sphere of Tulelake; Tulelake is an incorporated city in northeastern Siskiyou County. The various communities and functional classifications of the road system are illustrated on the map on page M-1.

The dominant transportation mode in the County is the automobile. There were 11,473 motor vehicles registered in 1993, throughout Modoc County. Of the total registered vehicles 35.3% were trucks. Countywide annual vehicle miles traveled (VMT), including non-resident through traffic, was estimated at 143 million. On the average, Modoc drivers travel about 13,000 miles per year, versus the State average of 11,000 miles per year. Current countywide gasoline and diesel consumption stands at approximately 11.450 million gallons per year.



**VEHICLE REGISTRATION**  
1993 Vehicle Registration in Modoc County

Automobiles	4,598
Commercial Trucks	3,858
Motorcycles	208
Trailers	1,880
<hr/>	
Total	10,544

**ROAD MILEAGE**  
Road Miles in Modoc County by Jurisdiction

State of California	177.6
Modoc County	995.8
City of Alturas	33.6
US Forest Service	463.2*

\*Total miles of maintained roads were decreased several years ago due to a new interpretation of "maintained public road mileage" by the US. Forest Service.

**ESTIMATED VEHICLE MILES TRAVELED**  
1990 California State Highway and Non-State highway annual Vehicle Miles Traveled (VMT)  
(in millions)

**MODOC COUNTY**

State Highways	83 million
Non-State Highways	60 million
<hr/>	
TOTAL	143 million

**ANNUAL GASOLINE CONSUMPTION**  
BY MODOC COUNTY  
11,450,000 gallons

\*These numbers are estimates and are provided for information and planning purposes only.

### **Public Transportation**

Inter regional bus lines pass through Alturas from Reno, Nevada, to Klamath Falls, Oregon. Western Greyhound Lines Inc., has one northbound and one southbound bus daily which stops at Alturas, Canby, and Tulelake. The northbound bus leaves Alturas at 12:15 p.m. while the southbound bus departs at 2:30 a.m. The travel time is about 25 minutes between Alturas and Canby, and one hour between Canby and Tulelake. Greyhound is considering abandoning this route because it is not financially feasible. The map on page M-2 shows the public transportation system of Modoc County.

A major source of bus transportation for students in the County is provided by elementary and high school buses. Surprise Valley Joint Unified School District in Cedarville has five buses and three vans that traveled 99,306 vehicle miles in fiscal year 1993/94. Tulelake Basin Joint Unified School District has six buses that logged 108,192 vehicle miles in 1993. Modoc Joint Unified School District has 11 buses and two vans that traveled 173,000 vehicle miles in 1993. Taxi service is not provided in Modoc County.

### **Special Transportation**

Each of the following agencies has recently started coordinating transportation services through a dispatching service at the Modoc Work Activity Center:

The Modoc County Senior Citizens Association provides transportation for individuals that are 60 years or older and handicapped individuals that live within the following areas: a 20 mile radius of the City of Alturas, a twelve mile radius of the Tulelake area (which includes the Newell area), and a twelve mile radius the Cedarville area as shown on map M-3. The Modoc County Senior Citizens have one 7-passenger van with a wheel chair lift, one 15-passenger van and one outreach car in the Alturas area; one 7-passenger van serving Cedarville; and one 7-passenger van at the Newell/Tulelake site. In 1993 the centers provided the following: the Alturas center provided 14,041 individual trips to 4,865 clients for a total of 17,400 miles; the Cedarville center provided 1,001 individual trips to 552 clients for a total of 3,076 miles; and the Newell/Tulelake center provided 2,606 individual trips for 1,032 clients for a total of 6,015 miles. The Alturas site is open seven hours a day, five days a week, and the Cedarville and Newell/Tulelake sites are each open three days a week, seven hours per day. Operating funds are derived from a combination of Older Americans Act (PSA II) and Local Transportation Fund (LTF) moneys.

Modoc Work Activity Center d.b.a. Dimensional Associates Resources and Training (D.A.R.T.) provides transportation service to developmentally challenged individuals. In addition, vacant passenger seats are "shared" with the Modoc County Senior Citizens Association, other persons with handicaps or special needs, and general public if any spaces remain vacant on either of the two transporting vans. One of the vans is equipped with a wheelchair lift accommodation. DART maintains a route that encompasses a 20 mile radius of the City of Alturas, as shown on Map M-4, and includes the following communities: Davis Creek, California Pines, and Canby. The organization provides extended trips to Klamath Falls and occasional trips to Redding, Susanville, and Reno. In 1993/94 DART served 34 individuals, 19 individuals in the day program and 15 individuals through extension programs. Modoc Work Activity Center contracts



through the Department of Developmental Services for a per mile cost, not to exceed 3,400 miles. DART also receives funds from the Modoc County Local Transportation Commission.

The Modoc Indian Health Project, Inc. is a tribal organization that provides contract health services to eligible Native Americans through Indian Health Service. They operate primarily on federal funding. Modoc Indian Health Project's service area includes all of Modoc County, with the exception of the Fort Bidwell Indian Reservation, as indicated by the map on page M-5. The organization logged 38,100 miles in 1993 and has two vans available for transporting clients as needed.

GAIN, a program administered by Modoc County Community Programs Department, is a Federal and or State mandated education and employment training program for Aid for Families with Dependent Children (AFDC) recipients. The program provides support services for child care, transportation, and work or training related expenses. Transportation services are provided by the use of two mini-vans, one 4-passenger car, and by client reimbursement of mileage at \$.28 per mile. The organization traveled 27,276 miles in 1993. GAIN's service area is the entire County and is shown on map M-6.

Fort Bidwell Indian Community Council provides limited part-time medical services to 200 community members and 100 additional members that reside in or around Fort Bidwell. Transportation is provided for children to school in Cedarville that is 24 miles from the Fort Bidwell Reservation. In addition, community members are transported 7 days per week, as seating is available, to health services in and out of the County. The Tribe provides transportation with a van that travels approximately 72,000 miles annually.

The Pit River Health Service provides comprehensive ambulatory medical and dental care to the Pit River Tribal members, other eligible American Indians, and other non-Indians. The services provided by the clinic are medical dental, mental health, outreach, public health nursing, food and nutrition, senior referral, transportation and administration. In 1992, the organization provided transportation, with a 7 passenger van that traveled 49,000 miles, throughout the following counties: Lassen, Modoc, Shasta, and Siskiyou.

Training Employment And Community Help, Inc. (T.E.A.C.H.) provides assistance and services to the entire community of Modoc County; special interest is given to providing social, health, and economic development services not otherwise available for low income families, elderly residents, and children at risk. The organization offers the following services: employment and training workshops, child care resource and referrals. T.E.A.C.H. currently coordinates services with the Modoc Indian Health Project, GAIN, DART, and the Modoc Senior Citizens Association for transporting clients. The agency recently began providing transportation, with an 8-passenger van, in the Newell area to handicapped students, elderly, and families with handicapped member(s) that need transported to medical and dental services. Since this service is new, there is not any historic annual mile information. T.E.A.C.H.'s service area is shown on map M-6.

The Veterans Service Office provides transportation assistance for eligible veterans to the VA

Medical Center in Reno, Nevada, or to services in Redding. Transportation is provided with a Modoc County vehicle, or by volunteers on an as needed basis.

The Public Guardian and Conservator's Office provides shelter and incidentals, medical, and dental services to persons that are gravely disabled. Transportation is provided with a Modoc County vehicle.

The AB120 Action Plan for Social Service Transportation Coordination for Modoc County was adopted by the Modoc County Local Transportation Commission (MCLTC) December 1981 and the Action Plan was updated in 1993. Also, in December 1980 the Social Service Transportation Inventory Report and Action Plan was also completed for Modoc County, and it was updated in 1993. These documents are required by the California Social Service Transportation Improvement Act to evaluate the feasibility of:

1. Combined equipment purchases.
2. Providing training for vehicle drivers.
3. Centralized dispatching of vehicles.
4. Centralized maintenance of vehicles.
5. Centralized administration of various social service transportation programs.
6. Identification and consolidation of all existing sources of funding for social service transportation.

### **Social Service Transportation Advisory Council**

Section 99238 of the Public Utilities Code requires each transportation planning agency to establish a Social Services Transportation Advisory Council (SSTAC) to assist in determining unmet transit needs that may exist within their jurisdiction. After identifying whatever unmet needs may exist, they may make recommendations to the MCLTC regarding action to meet identified needs. Representatives serving on the council must meet legally mandated specifications. The following is a list of the 1993-94 members appointed to the SSTAC in Modoc County; each of the members is a local social service provider:

Jeri Standley.....	Representative of persons of limited means
Don Murphy.....	Representative for the handicapped
Carol Harbaugh.....	Representative for the handicapped
Marie Smith .....	Representative for Senior Citizens
George Stucey .....	Representative for Senior Citizens
Katy Grove.....	Representative for persons over 60
Strother Boyd.....	Person who is handicapped
Erin Forrest .....	Representative of Native Americans
Luke McAmulty.....	Additional Member
Maria Duran.....	Representative of hispanic people

The above named persons also serve as the Citizens Advisory Committee and are some of the most knowledgeable persons in matters concerning specialized transit needs in Modoc County.



## Aviation

There are seven publicly owned airports in the County (see map on page M-2). Alturas Municipal, Cedarville, and Eagleville are categorized as Basic Utility 1 (BU1) airports. Fort Bidwell, Adin Municipal, and Tulelake are categorized as <BU (i.e., facilities that do not meet the requirements of BU1) and are owned by the County. California Pines Airport is categorized as BU1 and is owned by the Cal Pines Community Service District. Charter service is available at Alturas Municipal Airport. Most of the air traffic is commercial or business related.

The majority of the property at Alturas Municipal Airport is owned by the City of Alturas. The County of Modoc owns those parcels acquired as a part of recent improvements, and has a long-term lease on the remainder. A similar situation exists at Tulelake; the County of Modoc leases from the town of Tulelake. The Bureau of Land Management (BLM) owns the property at Eagleville and leases it to Modoc County. The three remaining airports operated by the County are under County ownership.

A study was conducted in 1980 to determine the feasibility of commuter service from Alturas to Sacramento or San Francisco. It was concluded the service was not yet needed, or economically feasible. Pronghorn Aviation of Alturas provides the only charter service in the County. Mercy Medical Center and Medic Air, (Washoe Medical Center, Reno) have an air ambulance service on an "as needed" basis.

### MODOC COUNTY AIRPORT INFORMATION 1994 AERONAUTICS PROGRAM

Airport	Operating Agency	Runway	Length	Airport Category	Elevation (Feet)	Service Type	Attended
Adin Municipal	Modoc County	09/27	2850	<BU	4228	ASPH-F	Unattended
Alturas Municipal	Modoc County	03/21 13/31	3460 4300	BU1	4375	ASPH-G	0800-1700 Daily
Cal Pines	Cal Pines CSD	05/23	4520	BU1			
Cedarville Municipal	Modoc County	01/19	4415	BU1	4623	ASPH-G	0800-1700 Daily
Eagleville Municipal	BLM	18/36	2350	BU1	4497	ASPH-P	Unattended
Fort Bidwell Municipal	Modoc County	16/34	3660	<BU	4602	GRVL-F	Unattended
Tulelake	Modoc County	11/29	3577	<BU	4044	ASPH-F	Jan-Aug 0600-1700 Sept.-May 0800-1700

### **Capital Improvement Projects**

The Capital Improvement Projects (CIP) for airports in Modoc County are required by Aeronautics Law, Sections 21701 to 21707. The CIP will identify capital improvement needs and will serve as a guide for current and future airport development in the State that is consistent with plans at the local, regional, State, and Federal levels. Specifically, Section 21702 requires a 10-year CIP divided into two five-year phases for each airport. The CIP is to be revised every two years per Section 21704. It is up to the RTPAs to update the regional CIP every two years and transmit those results to Division of Aeronautics (DOA) to be incorporated in a statewide CIP. The regional CIP should also be part of the region's RTP and RTIP. Projects that are not included in the CIP will not be eligible for State funding. In addition, the following issues should be addressed in the aviation element of the RTP Policy section where applicable:

- Consideration of regional air transportation matters relating to growth, capacity needs, county activity, airport activity, and system wide activity in order to evaluate the overall impacts of regional activity in relation to the statewide air transportation system.
- Any proposed general aviation and air carrier public-use airports that are to be considered by the Commission for funding eligibility.
- A discussion of regional issues pertaining to aviation including, but not limited to, airport noise, air quality, toxic waste cleanup, energy, economics, and passengers served.

The short-term (5 year) and long-term (10 years) CIP projections are in the tables on the following pages.



**Capital Improvement Program Cost Estimates  
Modoc County Airports Short Range 0-5 Years  
(In \$1,000's)**

<b>Airport/Project</b>	<b>Project Cost</b>	<b>Subtotal</b>
<b>Alturas:</b>		
Replace Underground Petroleum Tank	48.0	
Crack Sealing	7.5	
Automated Weather System A.W.O.C.	65.0	
Runways Overlay	633.0	
Striping Runways and Taxiway	17.0	770.5
<b>Adin:</b>		
Crack Sealing	6.0	
Perimeter Fencing	6.5	
Runway Taxiway and Tie down Overlay	190.0	
Striping Runway and Taxiway	7.5	210.0
<b>Cedarville:</b>		
Crack Sealing	5.5	
Perimeter Fencing	9.0	
Automated Weather System A.W.O.S.	65.0	
Runway Overlay	364.5	
Striping Runway and Taxiway	6.5	
"T" Hangar Apron Expansion	8.0	
Segmented Circle	5.0	
Replace Underground Petroleum Storage Tank	35.0	498.5
<b>Tulelake:</b>		
Crack Sealing	6.0	
Perimeter Fencing	12.0	
Overlay Runway, Taxiway, and Tie down Apron	316.8	
Striping Runway and Taxiway	6.0	340.8
<b>Eagleville:</b>		
Perimeter Fencing	4.5	
Obliterate Asphalt, Convert to Dirt Strip	60.0	64.5
<b>Fort Bidwell:</b>		
Perimeter Fencing	4.0	
Install Access Cattle Guards	6.0	10.0
<b>*Cal-Pines:</b>		
Crack Seal	20.0	
Striping	8.0	28.0
<b>Grand Total</b>		<b>1922.3</b>

Percentage of Local, State, and Federal funding is unknown at this time.

\*Cal-Pines airport is owned and operated by Cal-Pines Community Services District.

**Capital Improvement Cost Estimates**  
**Modoc County Airports Long Range 5-10 Years**  
**(In \$1,000's)**

<b>Airport/Project</b>	<b>Project Cost</b>	<b>Subtotal</b>
<b>Alturas:</b>		
Crack Seal Maintenance	7.5	
Construct Parallel 30'x 900' Taxiway	47.3	
Extend Taxiway Lighting	8.0	
Slurry Seal Runways and Taxiway	43.6	
Striping	19.0	125.4
<b>Adin:</b>		
Crack Seal Maintenance	7.0	
Runway Lighting	30.0	
Slurry Seal	32.7	
Striping	7.5	77.2
<b>Cedarville:</b>		
Crack Seal Maintenance	6.0	
Construct 60'x 3000' Crosswind Runway 22/40	304.0	
Construct 30'x 700' Taxiway	29.0	
Runway, Taxiway Lighting	15.0	
Lighting Vault	25.0	
Slurry Seal	65.5	
Striping	12.5	
Fuel Tanks 2 - 10,000 gallons	75.0	
V.A.S.I. (F.A.A. funded)		532.0
<b>Tulelake:</b>		
Crack Seal Maintenance	7.0	
Construct 50' x 4000' Parallel Runway	473.5	
Parallel Runway Lighting	35.0	
Crosswind 60'x 4000' Runway & 30' x 1200' Taxiway	612.0	
Crosswind Lighting	30.0	
Expand Hangar Apron	22.0	
Slurry Seal	92.5	
Airport Lighting Vault	25.0	
V.A.S.I. (F.A.A. funded)		1,297.0
<b>Eagleville:</b>		
Asphalt-Concrete Runway, Tie down Apron	297.0	297.0
<b>Fort Bidwell:</b>		
Asphalt-Concrete Runway, Tie down Apron	275.0	275.0
<b>*Cal-Pines:</b>		
Runway Overlay	310.0	
Striping	8.0	318.0
<b>Grand Total</b>		<b>2921.6</b>

Percentage of Local, State, and Federal funding is unknown at this time.

\*Cal-Pines is owned and operated by Cal-Pines Community Service District.



## **Goods Movement**

Modoc County is served by three railroads that provide service to shippers (Map M-2), Great Western, Southern Pacific, and Burlington Northern Railroads.

**Great Western:** The Lakeview-Alturas short line, Great Western Railroad, is a spur line from Alturas, California, to Lakeview, Oregon, a distance of 55 miles. The train, consisting of 25 to 30 freight cars, makes a round trip twice weekly leaving Lakeview, Oregon in the morning and returning from Alturas in the evening.

**Southern Pacific:** The Nevada-California-Oregon (NCO) started its railroad to accommodate the ranchers in northeastern California, northwestern Nevada and southern Oregon. The ranchers drove thousands of head of cattle and sheep to Gazelle, California, or Reno, Nevada, and shipped them to market. Passenger service was also a main source of revenue for the NCO. Southern Pacific Railroad (SPRR) desired a shorter route from the Pacific Northwest and bought the Nevada-California-Oregon holdings in 1926 and constructed the (current) main line between Alturas and Klamath Falls, Oregon. SPRR provided passenger service until 1937.

In June 1987, SPRR rail freight service, from the central corridor of Klamath Falls to Wendell, was cut due to the low volume of goods shipped. With the purchase of SPRR by Rio Grande Industries in October 1988, the Modoc line was reopened as a mainline to the growing Pacific Northwest market. SPRR follows US. Route 395 from the south starting at Wendell in Lassen County, and heads north along the eastern third of Modoc County into Alturas, then it follows SR 299 west to Canby, where the rail line then veers northwest up to Klamath Falls. It serves the city of Alturas and stops at Likely, Canby, and Tulelake. Commodities such as lumber and agricultural products are transported. Passenger service has not been provided since 1937.

**Burlington Northern Railroad:** (BNRR) serves the west side of the County on a north/south route, and a short east/west segment that intersects with the north/south route. The trains stop at Tionesta and Stronghold and are used for transportation of commodities. Passenger service is not provided. The east/west spur connects Siskiyou County to lines that lead to national railroad transportation facilities. The spur is situated between the towns of Hambone in Siskiyou County and Lookout in Modoc County. Efforts are being made to abandon the spur but at this time it is still operating.

**Trucking:** Truck freight lines transport commodities within the County and inter regionally. Trucks are capable of reaching areas not served by rail or air, for example Surprise Valley. Trucks are used for shipping commodities (i.e., potatoes, onions, alfalfa, and livestock) from farm to market, and transporting supplies to the rural communities.

## **Rideshare/Vanpool**

Many of the communities in Modoc County have developed around industries such as lumber or agriculture. Most residents in those communities are employed in the local area. Those that do commute use single occupant vehicles or organize a group to carpool. Modoc County Local Transportation Commission adopted a resolution (No. 93-03) on March 15, 1993, to construct a Bus and Ride facility in Cedarville near Highway 299 and Main Street. The facility is planned to

accommodate 30 parking spaces. Currently, 22 vehicles participate in carpools that meet in Cedarville. Commuters travel to Adin, Alturas, and Washoe County, Nevada. There is a need for a Bus and Ride facility in Cedarville. A facility is currently in the initial planning process with Caltrans District 2 in Redding.

### **Non Motorized**

Communities in Modoc County are small. The City of Alturas, the largest community in the County, is approximately 1.75 square miles, and most businesses are located on the one mile strip of SH 395 that intersects the city. It is relatively easy to walk to any location within the communities. Pedestrians and bicyclists can be seen in the more populated areas of the County. Few recreational bicyclists attempt the long distances between communities in rural Modoc County. It is State and local policy to evaluate shoulder widening to serve bicyclists whenever road repairs are planned. The County of Modoc has developed a General Bikeway Plan (see map M-7). The plan recognizes potential corridors for the development of nonmotorized facilities. The City of Alturas, in cooperation with the County, has developed a city wide plan of suggested routes for bicycle traffic in the City (see map M-7A).

### **Pipeline**

The Canadian Gas Line (see map on page M-10) transports natural gas at high pressure in a 36-inch diameter pipeline that is owned, operated, and maintained by subsidiary companies from Alberta, Canada. The gas is transported through Idaho, Washington, Oregon, and California. PG&E owns, operates, and maintains the gas lines within California from a point in Modoc County, along the Oregon/California border to Antioch, California. The pipeline provides approximately one-third of PG&E's natural gas supply to Northern California. The California section of the line was placed in operation in 1961. System improvements were made from 1966 through 1971 by the addition of six turbine powered gas compressor units. A proposed \$1.2 Billion expansion project will parallel the original pipeline, and has increased the capacity, more than two times, to central California PG&E customers. Construction of the 845 mile, 42 inch diameter pipe was completed in 1993.

In the Spring of 1995, Tuscarora, a gas transmission company, will install a new natural gas line that is 20 inches in diameter. The new line will extend 229 miles from Malin, Oregon to Reno, Nevada and will traverse Modoc County as approximately shown on M-10. A line is proposed to extend to the City of Alturas for future natural gas service.

NOTE: Information provided by Pacific Gas and Electric, Pipelines Operations Department, Walnut Creek, California; Tuscarora information provided by Modoc County Planning Department.



## II. PLANNING PROCESS

### Policy Statement

The MCLTC is the agency responsible for area wide transportation planning for Modoc County. This responsibility includes adoption of transportation goals and objectives, development of transportation policies, review and coordination of transportation planning, preparation and adoption of a Regional Transportation Plan, and update the Regional Transportation Improvement Program for the area, and other plans and programs as required. It is the overall transportation policy of the Modoc County Local Transportation Commission (MCLTC) to provide an effective, balanced and coordinated transportation system, at reasonable cost, to serve the needs of all people in Modoc County.

The 1992 Regional Transportation Plan (RTP) has been prepared and adopted by the MCLTC in response to State law (Government Code Title 7, Chapter 2.5, Sections 65080-65082). The MCLTC must prepare, adopt, and submit a RTP biennially by June 1, 1993, and then on December 1 of each even-numbered year thereafter, per SB1435 of 1992, to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans). In addition, SB1435 requires that MCLTC adopt and submit not later than December 1 of each odd-numbered year an updated Regional Transportation Improvement Program (RTIP). This new legislation amended some provisions of AB471, particularly the due dates for RTPs and RTIPs.

The 1989 legislation (AB471) modified the planning process by requiring the preparation of Regional Transportation Improvement Programs (RTIP) by all Regional Transportation Planning Agencies (RTPA). The California Department of Transportation (Caltrans) will provide information to rural counties to assist in development of the RTIPs. SB1435, adopted on February 10, 1992, changed the due dates for the RTIPs. The first updated RTIP was due April 1, 1990, and subsequent RTIPs are due December 1 of each odd-numbered year thereafter; these updated plans are also submitted to the CTC and Caltrans. RTIP projects are considered for adoption into the STIP by the California Transportation Commission (CTC).

The RTP for Modoc County reflects the desire of the Modoc County Local Transportation Commission to carry out the responsibilities that have been delegated to it. The RTP serves as a decision-making tool and as a guide to regional decision makers. It is also meant to serve as the basis for all other transportation planning and programming in the County; a finding of consistency with the RTP is a prerequisite for approval of all regional transportation programs and projects. The 1994 RTP describes planned transportation development in the County through the year 2014. As a matter of practicality, major emphasis is on highway maintenance and improvements that are scheduled over the next four to seven years.

The MCLTC and Caltrans mutually carry out the transportation planning process for Modoc County in a manner that assures full compliance with State and Federal laws and guidelines. A Memorandum of Understanding (MOU) between Modoc County and Caltrans was executed in April 1986 that supersedes a previous MOU adopted in 1973. Revising the MOU to reflect changes is a current project.

Every effort is made to ensure that planning decisions reflect the partnership of Federal, State and local government agencies. On (date) an Initial Study was prepared during a public hearing to identify any significant environmental impacts that could occur from the adoption of the RTP. Since the RTP does not directly provide for the implementation of transportation projects, and the RTP identifies necessary improvements to facilities in order to provide the best possible circulation and or transportation system to meet the mobility needs of the entire County the Modoc County Environmental Review Committee prepared a draft Negative Declaration stating that there were no significant impacts identified with the adoption of the RTP. The specific environmental impacts associated with each RTP project will be analyzed, on a project by project basis, for compliance with CEQA and if Federally funded shall also comply with NEPA. The Draft Negative Declaration and RTP were circulated through the State Clearinghouse and no comments received. Since Modoc County qualifies as an attainment area, the State Air Resources Board does not require any pollution control measures as part of this plan. A public hearing was held by the MCLTC on December 20, 1994, before the 1994 RTP was adopted, and comments received at the public hearing are part of the environmental document contained at the back of the RTP.

### **Legal Foundation**

The 1994 Regional Transportation Plan (RTP) has been prepared and adopted by the Modoc County Local Transportation Commission in response to State law (Government Code Title 7, Chapter 2.5, Sections 65080-65082). The plan describes proposed transportation development in the County through the year 2010, with major emphasis on improvements scheduled over the next 7 years.

### **Planning Process**

The Modoc County Local Transportation Commission was formed in 1971 to administer and allocate funds provided by the Transportation Development Act of 1971 (SB325). Assembly Bill 69, enacted in 1972, created the California Department of Transportation and established requirements for preparation and administration of State and Regional Transportation Plans. Under this plan, each Regional Transportation Commission is required to prepare and adopt an RTP with coordinated and balanced transportation systems, consistent with regional needs, as its goal.

Each RTPA in even-numbered years submits an updated RTP to the California Transportation Commission and the California Department of Transportation. Transportation projects within the County are assessed on an individual basis for any environmental impacts on the immediate and surrounding area as the projects are proposed for development. A comprehensive environmental impact report of Modoc County was completed and adopted in 1975. The RTP environmental document has been revised and circulated to agencies and the State Clearinghouse with this update.

Senate Bill 157, enacted in 1986, required that efforts be made to better identify unmet needs of senior and handicapped persons in rural areas and address such needs in the 1986 Regional Transportation Plan.



Assembly Bill 84 enacted January 1, 1988, affects the planning and programming of capacity-increasing projects on the State Highway System and requires Project Study Reports (PSRs) for eligibility in programming these projects in the State Transportation Improvement Program (STIP). RTPAs may include a list of State Highway capacity increasing projects (in priority order) in their RTPs. As mandated in the bill, funding targets are based on the dollar amount of projects in the 1992 STIP. The 1992 STIP contains \$7.9 billion in this category distributed as required by statute.

State statutes and regulations require the following three specific periodic planning activities:

1. Each year, the RTPA must allocate funds from the local Transportation Fund. If any of these funds is to be used for street and road purposes, the RTPA must evaluate unmet transportation needs and alternative public transportation measures to meet these needs. Before funds can be allocated for street and road purposes, regulations require that a determination be made that no unmet transportation needs exist that can be reasonably met through implementation or expansion of public transportation services.
2. Every two years, on odd numbered years, the California Transportation Commission must adopt the State Transportation Improvement Program. State law affords the RTPA an opportunity to comment on the contents of the program. In order to comment, the RTPA must evaluate State Highway projects before concurring or proposing amendments to the program.
3. Every two years the RTPA is required to review, update if necessary, and readopt the Regional Transportation Plan. A public hearing must be held before adoption.

The RTP serves as a guide for future transportation oriented decisions. It should be the basis for all transportation planning and programming in the county. A finding of consistency with the RTP is a requisite for approval of all regional transportation programs and projects.

With regard to transit projects, Public Utilities Code Section 99401.5, (Unmet Transit Needs Finding,) paragraph (e) states, "If the finding is inconsistent with the regional transportation plan, then the transportation planning agency shall resolve the inconsistency by timely amendment or supplement to the plan." The RTPA implements the plan by assuring compliance with all legal requirements of Federal, State and local agencies. It accomplishes this by working in conjunction with representatives of those agencies.

## **Allocation of Funds for Transportation Planning**

The statutes authorize the California Director of Transportation to allocate State funds to each RTPA for up to 70 percent of its non federal reimbursed costs for regional transportation planning from the Transportation Planning and Development Account (TP&D). The Director allocates State funds from the TP&D account as approved in the department budget. The allocations are based on the work programs submitted by the regions and progress made in implementing previous transportation plans. Work programs identify resources, staffing responsibility, authority, operating procedures, etc., for carrying out the planning process.

Fiscal Year 1987/88 saw the passage of landmark legislation for Caltrans, greater in scope than any since the mid 1970's. Senate Bill 140 (enacted 3/15/88) represented the farthest reaching change to statutes affecting Caltrans and its operations since passage of legislation in 1977 creating the California Transportation Commission. SB140 expresses legislative intent to establish a \$1 billion floor under the Caltrans capital outlay program for new capacity-enhancing projects and a \$300 million matching fund for local projects. The act also changed transportation programming procedures, provided more legislative oversight of Caltrans processes, and placed a \$1 billion bond measure on the ballot. The bond measure was narrowly defeated by the state's voters in June 1988. (SB140 was repealed by SB300 of 1989)

Fiscal Year 1989/90 saw the passage of more landmark legislation affecting state and local transportation funding. The Governor's 1989 transportation package contained five new bills and a constitutional amendment. The following is a list of these new bills:

- SB300 (Kopp) - Revenue enhancement and program reform. Chapter 105, Statutes of 1989 7/10/89
- AB471 (Katz) - Revenue enhancement and program reform. Chapter 106, Statutes of 1989 7/10/89
- AB680 (Baker) - Privatization Demonstration Program. Chapter 107, Statutes of 1989 7/10/89
- AB973 (Costa) - Rail transportation bonds. Chapter 108, Statutes of 1989 7/10/89
- AB2218 (Ferguson) - Fast track process. Chapter 109, Statutes of 1989 7/10/89
- SCA #1 (Garamendi) - Appropriations limit amendment. Resolution Chapter 66, Statutes of 1989 7/5/89
- Propositions 108, 111, and 116 of the June 1990 ballot were passed by the voters to implement SCA-1 and provide funding for projects.

Senate Bill 300 and Assembly Bill 471 change the way Caltrans develops the STIP. Most significantly, the STIP will be a seven year document rather than a five year document. It will also be done on odd numbered years; every two years, rather than each year.



Major Provision(s) of SB300.

1. The STIP is limited to 1) Intercity, 2) Commuter and Urban Rail Capital Improvements, 3) Flexible Congestion Relief\*, 4) Inter Regional Road Systems, and 5) Retrofit Soundwalls.
2. Requires a Highway System Operation and Protection Plan (SHOPP) for major capital improvements that are not included in the STIP.
3. Requires a Regional Transportation Improvement Plan (RTIP) for rural non-urbanized counties (counties with no cities having more than 50,000 population). Caltrans is to prepare the RTIP if they now prepare the county RTP.

\*Local streets and roads may compete for Flexible Congestion Relief (FCR) funding and there are no local matching requirements. FCR projects must be "designed to reduce or avoid congestion on existing routes by increasing capacity of the transportation system, including new facilities...in some counties where no significant congestion may be found, FCR projects may be proposed for eligible routes with the highest priority needs for traffic improvement in the county."

Major Provision(s) of AB471, (amended by SB1435, Feb. 2, 1992).

1. Regional Transportation Plans are due June 1, 1993, and then on December 1 of even-numbered years thereafter.
2. Requires an RTIP by April 1, 1990, and then December 1 of each odd-numbered year thereafter. The RTIP will be a seven year document, rather than a five year document as required in the past.

Major Provision(s) of Senate Constitutional Amendment # 1 - Proposition 111 on the June 5, 1990, ballot.

1. Excludes from proposition 13 spending limit, appropriations for qualified capital outlay projects.
2. Excludes from proposition 13 spending limit, any increases in the motor vehicle fuels tax (gas and diesel tax) above 9 cents, truck weight fees, or the sales tax on the increased portion of the fuel taxes.
3. Changes the method for calculating any state budget revenue excess there may be that would go to schools.





**Social Service Transportation Advisory Council**

Representatives serving on the council must meet legally mandated specifications. Following is a list of the 1993-94 members appointed to the SSTAC in Modoc County; each of the members is a local social service provider:

Jeri Standley.....	Representative of persons of limited means
Don Murphy.....	Representative for the handicapped
Carol Harbaugh.....	Representative for the handicapped
Marie Smith .....	Representative for Senior Citizens
George Stucey .....	Representative for Senior Citizens
Katy Grove.....	Representative for persons over 60
Strother Boyd.....	Person who is handicapped
Erin Forrest .....	Representative of Native Americans
Luke McAmulty.....	Additional Member
Maria Duran.....	Representative of hispanic people

The above named persons also serve as the Citizens Advisory Committee and are some of the most knowledgeable persons in matters concerning specialized transit needs in Modoc County. The Citizens Advisory Council conducted a public meeting to review and provided comments on the 1994 RTP.

### **III. ISSUES**

For the purpose of this section, issue is defined as "a point of controversy involving two or more parties where a decision must be reached." The main issues in Modoc County are as follows:

#### **Streets and Highways**

Subdivisions developed with private roads that have a high volume of traffic require considerable and ongoing maintenance and improvements. Developers and private citizens would like the County to maintain the roads. However, with the County's high ratio of maintained road miles to population, the County is reluctant to add private roads to the County Road Inventory for which no property tax money is received by the Road Department.

#### **Environment**

The County is becoming more aware of environmental issues that are associated with projects. The environmental issues of the County are not as magnified as in the urban areas because of the vast open space that exists in Modoc County. However, the County continues to protect of the native animals and their habitat as well as the forests and agricultural lands in compliance with the California Environmental Quality Act.

#### **Finance/Funding**

Fiscally constrained solutions are dictated by the state of the economy at all levels of government. Tax increases to improve the streets and roads infrastructure are insufficient to meet needs. New economic development would broaden the tax base and aid in the economic recovery of the County. Funding for transportation planning requirements is insufficient. As a rural area we often compete unsuccessfully with urban areas for funding. The rural and urban issues are not comparable on a one to one basis.

#### **Deregulation**

The deregulation of railroads has allowed service to be discontinued to communities that rely on that service to transport products. The products are essential to support the economy of the community, surrounding area, and the County. Deregulation of bus service has affected Modoc County also. Federal legislation has passed which requires all public carriers to retrofit their vehicles to carry handicapped riders. Many people fear that this could result in further degradation of service to rural areas, such as Modoc County, because of high cost of retrofitting equipment.



## **IV. DEFICIENCIES/NEEDS**

### **Streets and Highways**

Modoc County, like most counties, has a variety of deficiencies and needs. Most of them can be alleviated over the years. However, funding for highway projects may continue to be a problem for a long time. Modoc County, in particular, has a highway system that serves a large area with a small population. The percentage per resident for highway costs is higher than in areas in the State that are more densely populated. The trucking industry provides an important source of transportation for commodities produced in the County and supplies for people living in the County. The highways need continuous maintenance and rehabilitation to protect the taxpayers' investment in the transportation system. The County road backlog, which does not include the City of Alturas, has been determined to require additional funding as follows:

### **Current Deficiencies/Needs**

There has been an expressed need for passing lanes in areas where no passing striping is in effect. Federal guidelines require no passing striping in designated areas. In these restricted areas the only resolution is the addition of a third passing lane. Funding of passing lanes are prioritized in the 1994 RTIP.

### **Public Transportation**

There are residents in Modoc County that need low cost public transportation (i.e., senior citizens, handicapped, low income people, and children). Currently these needs are funded through proposition 116, the non-urban transit program, and the Transportation Development Act.

### **Special Transportation**

The Modoc County Work Activity Center d.b.a. DART has received approval for a FTA 16 (b) (2) grant for two vans with lift capability. They have also received approval for a Proposition 116 funded van equipped for wheelchair access.

T.E.A.C.H. has also received a van, equipped with a wheelchair lift, from a FTA 16 (b) (2) grant. This van is stationed in the Newell/Tulelake area and is primarily used to transport handicap individuals in that area.

The Senior Citizens Center has received approval for a Proposition 116 funded van that is wheelchair accessible. The Senior Citizens Center and the Work Activity Center will both respond to handicapped people in need of transportation. These agencies in addition to DART, T.E.A.C.H., GAIN, Modoc Indian Health Project, and various agencies coordinate services for transportation. This service is coordinated through the use of radios and a dispatching center.

### **Aviation**

The surface of the runways at Alturas, Cedarville, Adin, and Eagleville airports need to be reconstructed, and Cedarville needs a crosswind runway. The Tulelake airport needs total reconstruction and expansion; Tulelake is experiencing an increase in use as a reliever airport for Kingsley Field in Klamath Falls, Oregon. Periodically Kingsley Field is closed to V.F.R. aircraft. This also indicates a need for a longer, wider landing strip.

An increasing demand at Alturas and Cedarville for air ambulance service has led to an increase in aborted landings in inclement weather due to lack of local weather information. Because of the nature of these flights, this reflects a need for Automated Weather Observing Systems (A.W.O.S.) at these two facilities.

The California Department of Transportation will be conducting counts of aircraft operations (takeoffs and landings) at non-towered public-use airports. The counts for Modoc County are expected to be taken this fiscal year (1994/95) at Tulelake, Cedarville, and Alturas Municipal Airports and to run over a two-year period. The counts will provide a quantitative measure of airport usage by type of aircraft (i.e. jet engine versus conventional versus helicopter).

### **Goods Movement**

Rail crossings on many of the roads in Modoc County require maintenance to ensure safe travel by motorists. Rail abandonments affect the economy of communities that depend on that type of transportation. Trucks needed to transport the commodities place a heavier burden on the highway, especially logging truck and inter regional truck traffic.

### **Nonmotorized**

Land development near population centers such as Alturas increase the demand for shoulders and bicycle lanes on certain sections of highway. The bike lanes/trails within the City of Alturas should be updated in the future. All available discretionary transportation resources would be committed to maintaining and improving the street and highway facilities. New funding would be sought for street highway purposes.

### **Finance**

Fiscally constrained solutions are dictated by the state of the economy at all levels of government. The County transportation system may be facing financial problems in the future. Fluctuations in Forest Reserve Funds affect short and long term planning and implementation of road projects. Also the license (in lieu) fees have reverted from the County Road Department to the County General Fund. Any loss of funds results in a decrease in the work force and services. There are no new funds to replace the loss of reverted and decreased funds.

### **Other**

An energy shortage could have a significant detrimental effect in Modoc County. A lack of fuel would curtail travel for residents and severely limit tourist trade; non renewable energy sources are highly used throughout the County.

## V. GOALS, OBJECTIVES, AND POLICIES

The Regional Transportation Planning Agency updates goals, objectives, and policies and develops new ones as needed. This allows them to determine:

1. The course of action to be taken,
2. Levels of achievement desired, and
3. What they seek as an end result of the plan.

The following definitions can be used when developing goals, objectives, and policies:

A goal is the end toward which effort is directed, however a goal is not normally attainable; general in nature and characterized by a sense of timelessness, it is something desirable to work toward.

An objective is a realistic point to be reached. Not only can it be attained but progress toward it can be measured. Objectives, therefore, represent levels of achievement in movement toward a goal.

A policy is a course of action selected from among alternatives that include given conditions. It is used to determine and guide present and future decisions regarding development and implementation of transportation matters.

The determination of regional goals and policies should be developed through citizen involvement and government interaction. It is important to set up regional objectives in terms that can be measured, and the public should be involved in setting up evaluation criteria. Occasionally, the development of goals and policies may raise questions concerning inter jurisdictional differences pertaining to local, regional and State goals. Any such conflicts should be resolved through feedback during the planning process. Finally, when focusing on alternatives in the regional plan consideration should be given to relevant concerns such as natural environment and social and economic factors.

### **Preferred Alternative**

The Modoc County Local Transportation Commission will implement a combination of the alternatives as the basis for planning transportation facilities and systems in the county.

### **REGIONAL TRANSPORTATION GOAL**

The overall goal of the Modoc County Local Transportation Commission is to provide an effective, balanced, and coordinated transportation system, at reasonable cost, to serve the needs of all people in the County. Within this broad statement, a number of more narrowly defined objectives have been developed for the specific modal areas. As the overall goal statement suggests, the objectives stress balanced development and an emphasis on low-cost solutions to short-term problems.



## **STREETS AND HIGHWAYS**

### **Objective:**

Program maintenance and reconstruction of the existing road network based on the Road Inventory by road category.

### **Policy A:**

1. Grade and/or grade and gravel 75% of the 509 miles of dirt and graveled roads yearly.
2. Patch pot holes and/or crack seal 20% of the 474 miles of paved surface yearly.
3. Blade overlay 4% of the 474 miles of paved surface yearly.
4. Reconstruct 1 mile of the paved roads yearly.
5. Chipseal 25 miles per year

### **Objective:**

To maintain the existing road network in adequate condition to ensure the safest and most efficient movement of people and goods possible.

### **Policy B:**

1. Encourage the development of projects which are designed to maintain the existing road network.
2. Develop plans and programs that emphasize reconstruction and improvement projects that will enhance safety, circulation, or reduce congestion.

## **TRANSPORTATION SYSTEMS MANAGEMENT**

### **Objective:**

Provide low cost additions to facilities that will relieve vehicle congestion.

### **Policy:**

1. Assign priority to construction of inter modal facilities when requested by eligible agencies.
2. Assign priority to traffic system improvements that improve circulation, maintain a level of service of "C," and reduce congestion.

Note: Level of service of "C" is within the zone of stable traffic flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass.

## **PUBLIC TRANSPORTATION**

### **Objective:**

- A. Provide for safe and efficient movement of people through public transportation system.
- B. Ensure road transportation funds are spent on the highest priority needs.

### **Policy A:**

1. Evaluate the public transportation system annually to determine that the reasonable needs of County residents are met in an economical and efficient manner.
2. Local Transportation Funds will be expended to meet transit needs identified through the unmet transit needs finding process in PUC Section 99401.5, prior to their allocation for streets and roads.

**Policy B:**

1. Assign priority to maintenance and construction of paved road projects by utilizing a pavement management system.

**SPECIAL TRANSPORTATION****Objective:**

Ensure 60% of the special transportation services are fully coordinated and existing resources are used for the maximum benefit.

**Policy:**

1. Support and assist in coordinating special transportation providers through the Consolidated Transportation Service Agency.
2. Consider input from the Social Services Transportation Advisory Committee when evaluating transit needs within the County.
3. Provide available funding to extend the existing transportation system to areas where unmet needs have been identified and are reasonable to meet.
4. Assist social service agencies applying for transportation grants.
5. Increase potential for mobility of elderly and handicapped.
6. Increase opportunity for transportation-deprived people for shopping, recreation, social, and medical functions.

**AVIATION****Objective:**

Ensure the orderly development of local aviation facilities to accommodate increased demand for scheduled air carrier and general aviation operations.

**Policy**

1. Upgrading of Alturas Airport should be accomplished with Federal A.I.P. funds. However, State participation is uncertain.
2. Maintain and upgrade primary airports in the County to encourage tourism and recreational use.
3. Protect airport and airport operations from incompatible land uses developing in the area surrounding it.
4. Maintain at least minimum safety standards at all publicly owned airports.

**GOODS MOVEMENT****Objective:**

Facilitate the transportation of goods.

**Policy:**

1. Support policies and legislation that would ensure transportation of commodities for the protection of the county economic base.

## **RIDESHARING**

### **Objective:**

Increase the joint use of vehicles by residents when traveling.

### **Policy:**

1. Due to the rural nature of the County, encourage ride sharing.
2. Promote the benefits of ride sharing as an energy-saving, cost-effective way to travel.
3. Make resources available to agencies/businesses interested in forming employee vanpools.

## **NON MOTORIZED**

### **Objective:**

Include plans for bikeways and pedestrian facilities in all road construction and improvement projects where it is appropriate and reasonable.

### **Policy:**

1. Assign priority to street and highway improvements that minimize conflicts between bikes and autos by utilizing widened shoulders, bike paths, or lanes which serve non motorized transportation.
2. When reasonable, include bicycle security facilities at bus stations, airports, etc. when new projects are funded.
3. Reduce the conflict between bicycles and other modes of travel.

## **ENERGY**

### **Objective:**

Increase energy conservation by 10% in the next 5 years.

### **Policy:**

1. Maintain adopted energy conservation plan for the region and make it available to cities, the County, and major employers.
2. Assign funding priority to projects which promote greater energy efficiency.
3. Encourage coordination for more efficient transportation of commodities.
4. Promote ride share and van pools.

## **FINANCE**

### **Objectives:**

Program available funds to rehabilitate roads and provide an adequate transportation system.

### **Policy:**

1. Support legislation which will provide additional funding for streets and roads as well as various types of transportation.
2. Pursue all available Federal, State, and private funding.
3. Adhere to fiscal priorities which ensure the most cost-effective benefits



## **OTHER**

### **Objective:**

Support the social, economic, recreational, safety, and service needs of the people in the County that will preserve the quality of life as outlined in the County General Plan and ensure project compliance with the California Environmental Quality Act.

### **Policy:**

1. Support land use policies which alleviate environmental pollution.
2. Support industrial development which is least detrimental to the environment.
3. Assign funding priority to projects which would reduce or eliminate existing environmental problems.

## **ALTERNATIVES CONSIDERED**

The regional planning guidelines, adopted by the California Transportation Commission, requires that alternatives be considered in the planning process. The Air Resources Board has not required any transportation control measures as part of this plan. In this updated RTP, the following four alternatives have been considered:

### **Status Quo**

Continuation of existing programs at the current levels with existing finances.

### **Emphasize Road Improvements**

All available discretionary transportation resources would be committed to maintaining and improving the street and highway facilities. New funding would be sought for street highway proposes.

### **Emphasize Public Transportation**

All available discretionary transportation resources would be committed to expanding the availability of public transportation services. New funding would be sought for public transportation purposes.

### **Emphasize Multimodal Transportation**

Additional funding would be sought to speed the development of adequate transportation services. Projects would be compared based upon their costs and benefits, with priority given to more favorable projects regardless of the mode.

## VI. ACTION PLAN

The purpose of the Action Plan is to describe the State, County, and City programs and actions necessary to carry out the policies of the MCLTC. The Plan describes two phases: (1) a short range ten-year plan and (2) a long range twenty-year plan. This section also addresses "Issues", and "Deficiencies / needs" facing the County.

### SHORT-RANGE (1994-2004)

#### Streets and Highways

Efforts by all governments in Modoc County will concentrate on maintaining, rehabilitating, and operationally improving the existing system. The 1992 State Transportation Improvement Program (STIP) is a priority list of State projects to be completed using funding estimates based on State laws and funding ratios. The 1990 Caltrans Policy Statement identifies operation, maintenance and rehabilitation, and reconstruction of the existing State highway system as the highest priority for allocation of State and Federal funds. This is followed by safety projects, capacity improvements that do not add lanes, and, finally, capacity improvements that require new facilities. The State projects reflect the 1992 adopted STIP. The following pages identify the actions to be taken to accomplish the short-range element of this plan.

#### State Highways Schedule of Reconstruction and Improvements In Modoc County (in \$1,000's)

Route	Project Description	92/93	93/94	94/95	95/96	96/97	97/98	98/99
	<b>1992 STIP</b> No Projects							
15702	<b>1992 SHOPP</b> 256600 Alturas Maintenance Station - Replace Truck Shed Completed 10/24/94		1263					
L5724	269101 Newell Maintenance Station Construct Shop Bldg. Completed 12/24/93	1373						
139	258901 From Tionesta Road to 6.1 miles N. Structural Repair Completed 6/27/94	4185						
299	28400 Near Canby from 0.3 miles W of CR214 to 2 miles W of CR69 Asphalt Overlay Include in 94 SHOPP.					3313		
<b>Totals</b>		5558	1263	0	0	3313	0	0

## State Highway Systems Operations and Protection Plan (SHOPP)

(Projects in \$1,000)

Route	Project Description	93/94	94/95	95/96	96/97	97/98	98/99
139	142700 - Near Canby Fr. Jct. SH299 to 1.1 mi N. of Boles Rd. Asphalt Overlay and Improve Drainage				4057		
299	288410 - Near Adin, 0.5 miles N of CR87 to 0.8 miles N of Rush Creek Bridge - Widen Shoulder and Overlay					4992	
299	28840K - Near Canby from 0.3 miles W of CR214 to 2 miles W of CR69 Asphalt Overlay				3313		
<b>Totals</b>		0	0	0	7370	4492	0

### Lands and Buildings

Route	Project Description	93/94	94/95	95/96	96/97	97/98	98/99
5702	256600 Alturas Maintenance Station	1150					
<b>Total</b>		1150	0	0	0	0	0

## State Transportation Improvement Program (STIP) 1994

(in \$1,000's)

Route	Description	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01
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### Enhancement Activities

395	30440K Scenic Overlook			325					
Various Locations	Roadside Arch. Invent.		202						
<b>Totals</b>		0	202	325	0	0	0	0	0

### Bike/Pedestrian Improvements

T0086A	Approved Routes to School		226						
<b>Totals</b>		0	226	0	0	0	0	0	0

### Non-Rail Transit

T0096A	Transit vehicles		96	130					
<b>Totals</b>		0	96	130	0	0	0	0	0



The following table lists projects that will be considered for programming as the Project Study Report (PSR) Development permits. These are future STIP candidate projects:

### Future STIP/RTIP Projects

Project Location	Project Description
Adin Pass (299)	Eastbound passing lanes
Cedar Pass (299)	Eastbound passing lanes
Howard St. (City of Alturas)	Howard St. upgrade (Corridor)

### Projected State Highway Maintenance

94/95	95/96	96/97	97/98	98/99	99/00	00/01
2,000	3,774	3,386	3,623	3,877	4,521	4,838

State estimated projected maintenance expenses in \$1,000 for the County and City. The State maintains 177.57 centerline miles in the County (including the City's mileage).

### Modoc County 1994 RTIP FCR Priority List Resolution 93-06 Adopted April 19, 1993

Priority	Route	BKPM/ AHPM	Description
1	SR. 299	39.5/40.6	In Alturas from Mill Street to Route 395: widen to 4 Lns. w/2-way Lt. Turn Ln.
2	SR. 299	52.5/53.2	From 1.2 mi. to 1.9 mi. E. of Cedar Pass Summit: Construct WB Passing Ln.
3	CR. 54/City Streets-West, 4th, Nagle		From Southern Pacific Railroad Crossing 0.25 miles south of Alturas City Limits north to West St. then east on 4th St. then north on Nagle St. to SR. 299 1.3 miles: Widen and construct two lane facility.
4	CR. 1	56.5/60.0	From PM 56.5 to PM 60.0: Upgrade gravel road to 2 lane paved facility 3.5 miles.
5	SR. 299	11.8/14.5	From Adin Summit to PM 14.5: Construct WB climbing lanes.
6	SR. 395	22.7/23.0	From SR. 299 east to Alturas City Limits: Widen to 2 lanes w/2-way Left turn lanes.
7	CR. 1	0.0/5.0	From Lassen Co. Line north to PM 5.0: Widen to standard 2 lanes 5 miles.

**Completed County Road Projects  
Fiscal Years 1993/94 and 1994/95**

<b>County Road</b>	<b>Description</b>	<b>Cost in \$1,000</b>	<b>Miles</b>
54	Pave from CR71 three miles East.	250	3.0
54	Pave from Alturas to RxR tracks.	15	.25
71	Reconstruct and pave (FEMA 1992/93 ES)	4600	17.34
94	Reconstruct and Pave from CR93 to RxR tracks	105	1.5
101	Reconstruct and pave from SH139 to CR114	150	4.5
<b>Total</b>		<b>5,120</b>	<b>26.59</b>

**County Guardrail and Signs Projects Completed  
Fiscal Years 1993/94 and 1994/95**

(Cost in \$1,000)

<b>Project Location</b>	<b>Description</b>	<b>Cost</b>
Various County Roads	Stop sign Upgrade	50
Fandango Pass to CR1	Install metal beam guardrail	300
<b>Totals</b>		<b>350</b>

**County Maintenance Projects Completed  
Fiscal Years 1993/94 and 1994/95**

<b>County Road</b>	<b>Description</b>	<b>Miles</b>
1	Patch and Chip Seal	8.31
Newell Streets	Chip Seal	5.28
261	Chip Seal	1.25
262	Chip Seal	0.3
124	Base Prime and Chip Seal	1.9
120	Chip Seal	6.0
122	Chip Seal	1.0
135	Chip Seal	2.0
121	Chip Seal	4.0
123	Chip Seal	2.6
124	Chip Seal	2.1
113	Chip Seal	4.25
247	Prime and Chip Seal	1.25
48	Chip Seal	6.0
11	Chip Seal	1.0
133B	Chip Seal	1.5
2	Chip Seal	1.5
44	Chip Seal	1.5
New Pine Creek Streets	Chip Seal	4.0
9	Chip Seal	5.0
133D	Chip Seal	4.0
<b>Total Miles</b>		<b>64.74</b>



**County Street and Road Projects**  
**Five Year Plan Adopted June 1993**  
(In \$1,000)

Road	Project	95/96	96/97	97/98	98/99	99/00
CR54	Bridge rail on 6 bridges	300.0				
CR64	Reconstruct and Pave	3700.0				
CR90	Bridge Replacement	250.0				
Various Locations	Pavement Markings, Post Mile Markers	440.0				
Canby Area	Chip seal, and prime and double chip seal	25.0				
CR54	Chip seal - CR71 to City	50.0				
CRBVR-1 & CRBVR-10	Prime and chip seal 3 miles	30.0				
CR86	Chip seal .5 miles	3.0				
CR198	Chip seal 1 mile	5.0				
Adin Streets	Chip seal 3 miles	15.0				
CR54	AC. Overlay 5 miles	350.0				
Ft. Bidwell Streets	Chip seal 4.25 miles	22.0				
CR6	Chip seal 3.5 miles	17.5				
CR2	Chip seal 1.5 miles	7.5				
CR119	Chip seal 1 mile	5.0				
CR2	Prime and double chip seal	10.0				
CR3	Prime and double chip seal	10.0				
CR58	Chip seal 6.5 miles	40.0				
MRE Roads	Base to prep for prime and chip seal	50.0				
CR54	Bridge rail two bridges		150.0			
CR70	Bridge replacement		482.0			
CR1	Illumination (HES)		300.0			
CR114, 111, 108, and 120	Illumination (HES)		300.0			
CR87 and 91	Illumination (HES)		300.0			
CR54	Illumination (HES)		150.0			
CR9, 46, 47, 133D, and 48	Illumination (HES)		150.0			
CR60, 64, and 258	Illumination (HES)		300.0			
CR23, 23A, and 23B	Chip seal 1.62 miles		10.0			
CR24	Chip seal 1.2 miles		6.0			
CR143	Chip seal .75 miles		4.0			
CR26 & 26B	Chip seal 1.76 miles		10.0			

Five year plan continued on next page.

Continued from previous page five year plan.

Road	Project	95/96	96/97	97/98	98/99	99/00
CR27 & 27A	Chip seal 1.83 miles		10.0			
CR 28	Chip seal .8 miles		4.0			
CR29 & 29A	Chip seal 2.05 miles		10.0			
CR31 & 31A	Chip seal 2.62 miles		10.0			
CR33	Chip seal 2.3 miles		12.0			
CR35	Chip seal 4.7 miles		24.0			
CR36	Chip seal .25 miles		2.0			
CR38	Chip seal 2.6 miles		13.0			
CR41	Chip seal 1.0 miles		5.0			
CR40	Chip seal .25 miles		1.5			
CR40A	Chip seal .23 miles		1.5			
Eagleville Streets	Chipseal 1.28 miles and Prime .144 miles		6.0			
CR54	AC. Overlay 6.5 miles		450.0			
CR72	Chip seal 2.5 miles		15.0			
CR230 and 230A	Prime and chip seal 2.7 miles		30.0			
CR268	Chip seal 1.8 miles		10.0			
MRE Roads	Prime and chip seal 5.30 miles		55.0			
CR85	Bridge replacement			1000.0		
CR133C	Bridge rail			100.0		
CR1	Bridge rail			200.0		
CR55	Chip seal 3.75 miles			20.0		
CR14	Chip seal .76 miles			4.0		
CR15	Chip seal			20.0		
CR87	AC. Overlay 4.0 miles			280.0		
CR153	Chip seal .24 miles			1.5		
CR190	Chip seal .25 miles			1.5		
CR190A	Chip seal .42 miles			3.0		
CR19	Chip seal 1.25 miles			6.5		
CR20	Chip seal 1.82 miles			10.0		
CR21	Chip seal 1.68 miles			9.0		
CR21A	Chip seal .16 miles			1.0		
CR22	Chip seal .72 miles			4.0		
CR117	Chip seal .56 miles			3.0		
Lake City Streets	Chip seal 1.53 miles			6.0		
<b>Total</b>		<b>5330</b>	<b>2821</b>	<b>1669.5</b>		

**City of Alturas Street and Road Projects**  
**Five Year Plan**  
(in \$1,000's)

Location	Project	94/95	95/96	96/97	97/98	98/99
3rd Street	Prime and Chip seal 0.6 miles (FEMA)	76				
Park Street	Scarify and Seal Coat 0.5 miles (FEMA)	21				
Various short City Streets (10)	Scarify, reshape, compact, and repave (FEMA)	150	365			
4th Street	Reconstruct and Pave 1.0 miles (FEMA)		208			
East Street	Prime and Chip seal 0.8 miles (FEMA)		96			
Warner Street	Blade Overlay 1.37 miles			50		
8th Street	Chip Seal 1.92 miles				45	
2nd Street	Chip Seal 1.0 miles					30
<b>Total</b>		<b>\$247</b>	<b>\$669</b>	<b>\$50</b>	<b>\$45</b>	<b>\$30</b>

NOTE: Local road revenues vary because the forest timber revenue fluctuates. As much as 25% of forest timber revenue are reserved for Local Streets and Roads, and this is on the decline due to governmental logging restrictions.



Modoc County utilizes the Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program when it is possible. In 1988 two bridge projects were completed. There was the replacement of a large box culvert at Cottonwood Canyon Creek on County Route 1 and Parker Creek Bridge (3C-46). The HBRR projects are projected as follows:

### County Bridge Projects

#### Seven Year Plan

(in \$1,000's)

Road	Description	94/95	95/96	96/97	97/98	98/99	99/00	00/01
CR 90	Br. No. 3C-86 Replace Bridge HBRR	153						
CR 70	Br. No. 3C-34 and 3C-35 Replace Bridge HBRR 2 miles		482					
CR 91	Br. No. 3C-84 and 3C-85 replace bridge HBRR			1,000				
CR-85	Br. No. 3C-92 Replace Bridge HBRR				1,000			
CR-60	Br. No. 3C-41 Replace Bridge HBRR					300		
Jones Lane	Br. No. 3C-37 and 3C-36 Replace Bridges HBRR						500	
Qualifying	Future Bridges Listing							800
<b>Totals</b>		<b>153</b>	<b>482</b>	<b>1,000</b>	<b>1,000</b>	<b>300</b>	<b>500</b>	<b>800</b>

## **Public Transportation**

The low population in a large, rural area makes it difficult for public transportation system other than bus lines. Greyhound Bus Lines has recently cut all non-revenue runs which means Alturas is not serviced with a direct run. Rather, two circuitous routes are available: one from Redding and one from Reno. If traveling from Redding, for example, a layover in Klamath Falls, Oregon is necessary before going onto Alturas. Both routes may require an overnight's stay. Greyhound ended its bankruptcy proceedings last October 1991. Although Greyhound is now publicly held, they have petitioned PUC to abandon the Alturas routes.

## **Special Transportation**

The Transportation Development Act summary of projected allocations of funds is not presented due to fluctuating revenues and the inability to predict the future unmet needs. The Modoc Senior Citizens Association, Inc. continues to serve elderly persons in the Alturas and Tulelake areas. They use a combination of Transportation Development and Older American Act funds to subsidize transportation costs. DART serves developmentally challenged individuals, persons with handicaps and special needs, and the general public. They receive transportation funding from the Modoc County Local Transportation Commission, and Far Northern Regional Center. Modoc Indian Health Project, Inc., GAIN, and TEACH have received funding this year for communications equipment; this will facilitate coordinated transportation between the agencies.

## **Aviation**

Maintenance and rehabilitation of existing facilities at current airports will continue to receive first priority over new facility construction.

## **Goods Movement**

Trucks are the most frequently utilized mode of transportation for transporting goods to areas not served by rail or air. Frequently they are the most economical mode even when a choice is possible. The trucking industry is essential to the County's economic stability because goods can be transported from fields and other remote areas to market. It is expected that in the future trucks will continue to be the most important mode of goods transportation in Modoc County.

Rail service also plays an important role in goods movement. In the recent past closure or cutbacks in rail service forced area farmers, ranchers, and businesses to rely on trucks to ship their goods. Recently rail service was restored with the reopening of Southern Pacific's Modoc Line, facilitating goods movement in and out of Modoc County. The Great Western and Burlington Northern lines also facilitate goods movement in and out of the County on a low scale basis. Adequate rail service coupled with trucking helps the County's economy to progress and remain stable.

## **Rideshare/Vanpool**

As fuel costs rise, the single occupant automobile will become less economical and desirable as a transportation alternative. Carpooling, ride sharing, and public transit will then become more desirable on the more frequently traveled road segments.

### **Nonmotorized**

If housing developments and/or industrial plants locate reasonably near central business areas, it is likely more residents will use nonmotorized (bicycles or walking) sources of transportation. Interest in recreational cycling could increase, resulting in bicycle tours to recreational sites throughout the County. Adequate shoulder width, sidewalks, and bike paths should be considered when reviewing development plans.

### **Environment/Land Use**

The environment and the animals native to the area will suffer from the infringement by human population on their natural habitat. However, Modoc County is fortunate to have remained relatively unpopulated and has had the benefit of learning from other areas where population increased rapidly. In the long-term planning period, proper land use planning and effective environmental techniques will alleviate many of the problems that can occur with population growth. Specific project compliance with CEQA should mitigate any adverse environmental effects.

As the 1990 fire season illustrates, forest fires have always been a very real threat in Modoc County. Valuable timber is destroyed, and homes built in forested areas are damaged or destroyed. Wildlife is adversely affected by the loss of its habitation and food supply.

### **Capacity Improvements: 10 Years**

This portion of the Regional Plan looks at projects outside the scope of the seven year STIP (1999 to 2002). The following improvements are proposed over the three year period beyond the STIP (the STIP is a 7 year document). They are based on when the highway segment may fail to meet capacity adequacy. Capacity adequacy is measured in terms of level of service (LOS). When the LOS falls below the concept (preferred) level of service, a capacity improvement project is recommended. This data is based on the most recent Route Concept Reports from the June 1992 Draft SMP with some changes. The changes are identified in *italics*. These changes are the result of the reconciliation between the adopted 1994 RTIP on April 19, 1993, and the Status of Projects dated April 1993.



## 10 YEAR CAPACITY IMPROVEMENTS

Modoc County - 10 Year			\$10.8m*			
RT	PM	LOCATION/DESCRIPTION	COST \$1000'S	PSR	COMMENT/JUSTIFICATION	FND TYP
299	39.5- 40.6	In Alturas from MILL St. to rte 395: widen existing roadway.	2,100	6/30/93	Priority rte for county min., local accident concern, LOS B/C, 60% ADT increase 2010 to 6400. 1994 RTIP.	FCR
299	49.0- 53.2	Fr. 0.6 mi W to 1.9 mi E of Cedar Pass Summit: Construct EB and WB truck climbing lane(s).	2,000	6/30/93	WB: 1994 RTIP: \$1,000 EB: 1996 RTIP: \$1,000	FCR
CR-54	N/A	County Rte 54/City Streets-West, 4th, Nagle. For a complete description, see 1994 RTIP. Widen and construct two lane facility.	1,000	No, City doing PSR; due ?	1994 RTIP.	FCR
CR-1	56.5- 60.0	Fr. PM 56.5 to PM 60.0: upgrade gravel road to 2 lane paved facility 3.5 miles.	1,800	No, RTPA doing PSR; due ?	1994 RTIP.	FCR
299	11.8- 14.5	Fr. .25 mi W to .70 mi E of Adin Summit: construct WB truck climbing lane. Phase 1	1,000	6/18/93	LTC support, low ADT 850, LOS D/C. 1994 RTIP.	FCR
299	11.8- 14.5	Fr. 1.0 mi. W to 1.6 mi. E of Adin Summit: construct EB and WB passing lanes in two phases. (WB is an extension of Phase 1.) Ph 2, EB: PM 11.8-13.28 Ph 3, WB extension: PM 13.5-14.5	2,000	6/18/93	LTC support, low ADT 850, LOS D/C.  Phase 2 & 3 1996 RTIP.	FCR
<b>Total</b>			<b>\$10,400</b>			

\*Dollar amounts are targets for last three years of 10 year target - 1999/2000 to 2001/2004 - amount assumes SHOPP excluded from County Minimum and funds subject to n/s split.

## **LONG-RANGE (1994 - 2014)**

This section of the plan tries to look into the future for a vision of the minimum transportation needs of Modoc County over the next twenty years. The minimum needs are based upon forecasts or projections that are, in turn, based on assumptions. It is important to remember a change in basic assumptions could change the forecasts and the needs. For example, suppose a need to widen an existing highway from two to four lanes is based upon a projected increase in population in an area, and an assumption that the added population will have the same desires for personal mobility as the present population. The need to widen the highway may not come about if the following conditions do not exist:

1. the population does not increase,
2. the increase in population is in a different area,
3. due to economic conditions or energy shortages, it may be difficult to attain the same level of personal mobility as today,
4. personal mobility is the same, but a mode of transportation other than the automobile provides the service, and
5. any number of other possibilities.

The point of this discussion is to emphasize that needs change over time, and it is important to periodically ensure transportation needs are consistent with overall community values. It is equally important to assess the progress of plan implementation and reevaluate it when the needs change.

### **Streets and Highways**

All of the State highways in Modoc County are paved with at least two lanes. Approximately one-half of the County roads are paved. State and County roads are often narrow without adequate shoulders and wind through the mountainous terrain.

Increased interest in tourism, recreation, and hunting, could cause congestion on the more traveled routes such as SR 299 and US 395. This traffic competes with trucks moving slowly over mountain grades. Other vehicles have little choice but to follow the slow-moving traffic. Congestion can be expected to increase as the area becomes more developed. Even though the population is expected to increase to 11,500 (DOF, Report 93 P-1) by the year 2000, it is likely that automobiles will remain the main mode of transportation. High energy costs could deter travel by recreation and sports enthusiasts.

Production of agricultural products and lumber could increase with the development of new technology. This increase would necessitate either more trucks or larger, more powerful trucks to transport the commodities. This, in turn, could add to the congestion of the highway systems. Housing developments or industrial plants may put an extra burden on roads leading to central business districts. This could be moderated by requiring developers to upgrade the roads to a standard that would assure a safe and efficient travel way.

In early 1984, a Route Concept Report (RCR) was developed for each of the State highways in Modoc County. The RCR is now called the Transportation Concept Report (TCR)<sup>1</sup>. The TCRs describe the highways and suggest needed improvements as well as alternatives over the 20-year planning period. The TCRs were developed as a guide for future decisions and recommendations. TCRs recognize fiscal constraints as well as natural barriers. For more complete information on individual State routes, refer to the RTP of 1986, page VI-11.

### **Capacity Improvements: 20 Years**

The capacity improvement projects over the next twenty years (1994-2014) are presented on the following pages. The lists of capacity improvements are necessary if the highways and roads are to operate at or near concept Level of Service (LOS) in twenty years. There is no assurance of funding. The same projects listed in the 10 Year Capacity Improvements are included in the 20 Year Capacity Improvements as well. The twenty year projection also includes proposed 1996 RTIP projects. Most 1996 RTIP projects are included in the 20 year projection because they are further out and subject to change.

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<sup>1</sup>System Planning Guidelines of July 17, 1991 changed the "Route Concept Report" to the "Transportation Concept Report", (TCR).



## 20 YEAR CAPACITY IMPROVEMENTS

MODOC COUNTY - 20 Year			\$46.8 M		
RT	PM	LOCATION/DESCRIPTION	COST \$1000S	PSR	COMMENT/JUSTIFICATION
299	39.5-40.6	In Alturas from Mill St. to rte 395: widen existing roadway.	2,100	6/30/93	Priority rte for county min., local accident concern, LOS B/C, 60% ADT increase 2010 to 6400. 1994 RTIP.
299	49.0-53.2	Fr. 0.6 mi W to 1.9 mi E of Cedar Pass Summit: Construct EB and WB truck climbing lane(s).	2,000	6/30/93	WB: 1994 RTIP: \$1,000. EB: 1996 RTIP: \$1,000.
CR-54	N/A	County Rte 54/City Streets-West, 4th, Nagle. For a complete description, see 1994 RTIP. Widen and construct two lane facility.	1,000	No, City doing PSR; due ?	1994 RTIP.
CR-1	56.5-60.0	Fr. PM 56.5 to PM 60.0: Upgrade gravel road to 2 lane paved facility 3.5 miles.	1,800	No, RTPA doing PSR; due ?	1994 RTIP.
299	11.8-14.5	Fr. .25 mile W to 70 mi E of Adin Summit to PM 14.5: construct WB truck climbing lanes. Phase 1	1,000	6/18/93	LTC support, low ADT 850, LOS D/C. 1994 RTIP.
299	11.8-14.5	R. 1.0 mi. W to 1.6 mi. E of Adin Summit: construct EB and WB passing lanes in two phases. (WB is an extension of Phase 1.) Ph 2, EB: PM 11.8-13.28 Ph 3, WB extension: PM 13.5-14.5	2,000	6/18/93	LTC support, low ADT 850, LOS D/C. Phase 2 & 3 1996 RTIP.
139	30.3-44.0	County Rd 136 to NEWELL: add 5 lane mi passing lanes.	3,000	No	County min. rte. LOS B/C
395	0.1-R21	LAS/MOD LN TO ALTURAS fr. LAS/MOD Ln to Alturas add 20 mi passing lane, widen to 40' imp super.	12,000	No	County min Rt, LOS B/C 80% ADT increase to 2800 by 2010.
CR-A-3		LOOKOUT HACKAMORE RD fr Lassen Co Ln to SR. 139		NO	50% of traffic is inter regional traffic from State Highway.
**	N/A	Howard St (City of Alturas): upgrade corridor.	500	No	1996 RTIP.
395	22.7-23.0	Fr SR. 299 E to Alturas City limits: widen to 2 lanes w/2-way left turn lanes.	1,000	No	1994 RTIP. Priority Rt for County min., LOS C/D, 60% ADT increase to 6,400 by 2010.
CR-1	0.0-5.0	Fr Lassen Co. line north to PM 5.0: widen to standard 2 lanes 5 miles.	2,000	No	1994 RTIP.
Total			\$28,900		

\* Amount assumes SHOPP excluded from County Min. & Funds subject to N/S split. Dollar amounts are targets for LAST 13 years of 20 year target 2001/2014

\*\* City Route: 5th Street to Highway 299.

## **Public Transportation**

With only a modest population increase projected by the year 2020 (population at year 2010: 13,002 and at year 2020: 14,499) for a net increase of approximately 1500 or 13%, DOF Report 93 P-1), public transportation will probably still be questionable as a practical means of travel within the County. However, if new industries locate within the County bringing in new workers, the additional population could justify local public transportation.

An increase in the cost of fuel, as well as automobiles and repairs, may result in more people using public transportation. Taxis may become an integral part of the transportation system in that they could provide service to a particular segment of the public. Taxi service in the urban areas should be encouraged as the population increases. Taxis could also be used for dial-a-ride service.

Modoc Work Activity Center d.b.a. DART is currently providing public transportation services when there are vacant seats. Their route encompasses a 20 mile radius of the City of Alturas. In addition DART provides extended trips to Klamath Falls on a weekly basis and occasional trips to Redding, Susanville, and Reno. The costs associated with these trips is minimal (\$10 for Klamath Falls round trip).

Rail service is one of the greatest potential public transportation sources in the County. The rail systems crisscross the County (see map on Page M-2) and pass by or through many of the population centers. In the future, demand for passenger rail service may result because of the affordability and convenience that it could offer.

## **Special Transportation**

A significant portion of the population in Modoc County is 60 years of age and older. On the basis of Department of Finance projections, the elderly population is expected to increase proportionately with younger residents. Elderly and/or handicapped have more difficulty commuting to locations where shopping, medical care, and social activities are available. Since Modoc County has an active transportation system for seniors and handicapped, we can assume services will increase to meet the needs of an older population in the year 2014.

## **Aviation**

An increased demand for air carrier service will likely occur within the long-range planning period. People living a modern lifestyle expect fast, efficient transportation. Traveling 102 miles from Alturas to Klamath Falls, Oregon, or traveling 145 miles to Redding for air passenger service may not be acceptable. An air carrier may very well serve Alturas Municipal Airport in the future. Alturas is the largest population center and is intersected by SR. 299 and US 395, the main highways in the County. The Alturas Municipal Airport is the largest in the County and the most likely to expand. It is within the city limits where multimodal facilities (several different transportation systems interconnect) can provide service. If the airport is enlarged, air transport would be a benefit to the County; industrial supplies and products could be transported as well as some agricultural and wood products.

In the twenty-year planning period, better fire-fighting technology will likely occur. Enlarging the Alturas Municipal Airport would allow fire suppression forces to be stationed at the airport so response time would be lessened and refueling would not be as time-consuming.

### **Goods Movement**

Truck transport will probably still be the prime mover of goods in the County in the year 2014. Trucks are able to reach remote areas not accessible by rail and offer a feasible way to ship goods. Shipment of goods by rail is expected to continue and an expansion of rail service is possible if new industries locate in the County.

### **Rideshare/Vanpool**

Ridesharing is often arranged by individuals and this trend can be expected to continue. As population increases, bus-and-ride lots will be more desirable. If large industrial plants locate in Modoc County, employers will be encouraged to aid in forming carpools or vanpools. Vans can be leased or purchased by employers to aid in transporting employees to and from work. This would benefit the employer by reducing employee tardiness as well as reducing the necessity for large parking lots. Ridesharing and vanpooling are promoted between Alturas and outlying areas that do not have bus service. It is also promoted for out-of-county destinations such as Klamath Falls, Oregon, and Reno, Nevada, as well as others.

### **Nonmotorized**

Historical projections would indicate that, with an increase in population, an increase in non motorized transportation would follow. Highway projects that provide safe shoulders or bicycle paths would increase ridership.

### **Energy**

As new sources of energy are discovered and/or manufactured, residents may become less dependent on gasoline.

### **Environment/Land Use**

Because of its relative isolation, Modoc County should be able to direct population growth to lessen the impact on the environment. This will be done through land-use planning and highway planning efforts.



## VII. FINANCIAL ELEMENT

The financial section is a statement of five-year funding and expenditures needed to carry out the plan. It includes a description of existing funding sources, a schedule of anticipated funding and a schedule of expenditures.

### FUNDING SOURCES:

The Modoc County Local Transportation Commission is responsible for administering transportation funds from a variety of resources while conforming to the Federal, State and County rules and regulations.

### FEDERAL FUNDS

#### Streets and Highways

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, has eliminated Federal Aid Primary (FAP), Federal Aid Secondary (FAS), and (FAU) Federal Aid Urban nomenclature. Federal funding will be available for principle and minor arterial highways on State & Federal routes in Modoc County and major collectors for county roads. The funds are to be 110% of the allocation for previous FAS projects.

Another source of Federal funds comes from Federal property located within the County. Twenty-five percent of all revenue generated by National Forest land use for product sales is returned to the County. These funds can only be used for road and school purposes. The latest projections on fund receipts are expected to be significantly lower due to the recent forest fires and agencies redefining of allowable timber harvest to older trees. The revenues are expected to be stable for two years and then to decrease. The State timber harvest regulations have become more stringent on the classification of trees that can be harvested, and the Federal agencies are also expected to adopt these regulations. The following revenues are based on fiscal year 1995 Department Allowance information, and estimates include current fiscal year 1994 and projected estimates through 2000 for National Forest Fund:

**Projected Payments from the National Forest Fund**

<b>Fiscal Year</b>	<b>California Receipts</b>	<b>Actual/ Estimated</b>	<b>California Payments</b>	<b>Modoc County Payments</b>
1993	\$162,425,464	Actual	\$47,060,153	\$1,227,878
1994	\$208,411,240	Estimate	\$52,102,810	\$1,158,466
1995	\$160,753,000	Estimate	\$46,234,000	\$1,202,084
1996	\$156,819,000	Estimate	\$44,801,000	\$1,164,826
1997	\$157,058,000	Estimate	\$43,960,000	\$1,142,960
1998	\$157,762,000	Estimate	\$43,187,000	\$1,122,862
1999	\$159,319,000	Estimate	\$42,536,000	\$1,105,936
2000	\$159,819,000	Estimate	\$41,734,000	\$1,085,084

Information provided by Mr. Lyon, Department of Agriculture, USFS Public Affairs.

Roads in federally administered areas such as Indian reservations are maintained with Federal funds by the individual agencies.

## **Transit**

The Urban Mass Transportation Act of 1964, as amended, provides grants for public transit out of Federal funds. These funds are granted at the discretion of the U.S. Secretary of Transportation, and no state or region has a guarantee that it will receive any specific amount. Federal Transit Administration (FTA) Capital Grants normally require local participation of 20 percent of the total for capital costs and 50 percent matching for operational costs. In addition, FTA usually requires assurance that there will be sufficient local funds to provide for continuing operating expense. Capital grants under FTA Section 16 are available to private, nonprofit agencies for the transportation needs of the elderly and handicapped people in the County. The Modoc County Senior Citizen Association has received several lift-equipped vans through this program.

The FTA Section 18 Program of the Urban Mass Transportation Act of 1964 (as amended) offers Federal funds for public transportation to rural and small urban areas. The goals of this program are to provide transportation services for people in non urbanized areas for purposes such as health care, shopping, education, recreation, public services and employment. The program accomplishes this by encouraging the development, maintenance, improvement and use of passenger transportation services. Transit vehicle acquisition is 80 percent funded through this program. The Modoc Indian Health Project received a grant vehicle through this program in 1984.

## **Airports**

The Airport Improvement Program (AIP) grant funds are distributed at the discretion of the U. S. Secretary of Transportation. California usually receives approximately 7.5 percent of the total available nationally. Apportionment is on an individual grant basis for planning and capital programs. Aviation fuel taxes (except air carrier jet fuel), taxes on civil aircraft, and an 8-percent surcharge on air passenger fares provide the funds for this program. The aviation grants available are funded from 50 percent to 80 percent for capital improvement projects.

## **Bicycle and Pedestrian Facilities**

The Federal Highway Administration's (FHWA) Federal-Aid Highway Acts of 1973 and 1976 authorize funds to be used for construction of bicycle and pedestrian facilities in conjunction with Federal-Aid highway projects in the County. In 1978 a bicycle grant program was initiated as a part of the Surface Transportation Assistance Act. These funds are for both construction and operational projects. Proposition 116 provides for bicycle and pedestrian facilities; however, this falls under the Non-motorized section of State funding sources. Bicycle Lane Account grants are funded 90 percent.

## STATE FUNDS

### Streets and Roads

SB215 (1981) increased the State tax on gasoline to 9 cents per gallon and extended the tax for the first time to diesel fuel. This tax is the principal source of revenue for street, road, and highway construction and maintenance and is called the Highway User Tax Account. SB300 and AB471 (1989) passed by the legislature and signed by the governor July 1, 1989, added nine (9) cents tax per gallon to motor vehicle fuels over the next four years. Ballot proposition 111 known as "The Traffic Congestion Relief and Spending Limitation Act of 1990," was approved by California voters on June 5, 1990. SB215 also significantly increased the fees for motor-vehicle registration, weight fees, drivers' licenses, etc. These revenues provide funds for streets and highways after the expenses of State agencies are met (i.e., Department of Motor Vehicles, Highway Patrol, Air Resources Board, etc.).

### Transit

State Transit Assistance is provided with the intent that prior consideration be given to claims to offset reductions in Federal operating assistance and unanticipated increases in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs. State Transit Assistance funds were originally provided by SB620. SB300 was enacted in 1989 to provide continuing funds for specified purposes.

Proposition 116, passed by the voters on June 5, 1990, amended PUC Section 99310.5 so that State Transit Assistance funds may only be used for transportation planning and mass transportation purposes. A summary of STA funds provided to Modoc County in past years follows:

#### State Transit Assistance Funds

1979 -1994

Fiscal Year	Receipts
1979/80	8,063
1980/81	14,202
1981/82	11,862
1982/83	17,800
1983/84	22,383
1984/85	20,791
1985/86	17,833
1986/87	1,488

Fiscal Year	Receipts
1987/88	450
1988/89	435
1989/90	914
1990/91	7,086
1991/92	9,308
1992/93	8,994
1993/94	8,851

### Airports

The Aeronautics Account is the single source of revenues for the State's Aeronautics Program. The majority of its revenue comes from the fourteen-cent-per-gallon tax (Effective August 1, 1990) on aviation gasoline and the two-cents-per-gallon tax on General Aviation jet fuel excluding any applicable refunds. This fuel tax is expected to generate about 7.3 million dollars annually in net aeronautics revenue funds. The Aeronautics Program supports aviation in California by promoting the optimum use of existing airports, assuring adequate air service for



small and medium sized communities, fostering a statewide system of safe and environmentally compatible airports that are integrated with surface transportation systems, aiding in evaluation of aviation needs. These needs are met by providing grants through the State Transportation Improvement Program (STIP) and loans through the California Airport Loan Program.

The California Aid to Airports program rate is set annually by March 1 for the following fiscal year. A total of \$2,320,000 was spent on airport projects in the Aviation Element of the 1990/91 PSTIP. Three types of State financial aids to airports are available:

- Annual Grants - up to \$10,000
- Acquisition and Development Grants - 50 to 90 percent of eligible project costs as set annually by the California Transportation Commission.
- Loans - 100 percent of projects costs for self-amortizing improvements or for providing the local match of federal project funds.

## **NON MOTORIZED**

### **State Highway Account**

Section 157.4 of the Streets and Highway Code provides that each annual Caltrans' budgets contain not less than \$360,000 Statewide for the construction of non motorized facilities to be used in conjunction with the State highway system. These funds are specially allocated by the California Transportation Commission. There have been no funds allocated in California since 1988.

### **Bicycle Lane Account**

Section 2106 of the Streets and Highways Code provides a statewide bid pot of \$360,000 on a discretionary basis. This account, which is in the State Transportation Fund, is administered by Caltrans with funds allocated to cities and counties. It is intended that these funds be used to assist local agencies in developing a system of bikeways that will provide an alternate method of transportation for commuters. Local agencies must fund at least ten (10) percent of the cost of projects funded by the BLA Program. Allocation of funds shall be in accordance with the order of priorities set forth in Section 2386 of the Streets and Highways Code. There are currently plans to fund bicycle lane projects in Modoc county from these accounts.

### **(Federal) Title 23 US Code funds**

California receives up to \$4.5 million for bicycles, and there is no local match required. Funding received for these projects lessens that amount of available funds in Federal Surface Transportation Program (STP).

### **Clean Air and Transportation Improvement Fund**

(Prop 116). This allocated \$20 million to fund a program of competitive grants to local agencies for bicycle improvement projects. During the FY 1991-92 funding cycle, the California Transportation Commission (CTC) approved \$9.2 million in Proposition 116 funds for 36 bicycle projects throughout the state. In order for a local agency to be considered for the remaining \$10.8 million, they must submit copies of the applications to the respective RTPA, the Caltrans District Bicycle Coordinator, and the Caltrans Office of Bicycle Facilities (OBF) for ranking by November 20, 1992.

## **Proposition 116 Funds**

Proposition 116, Non-urban County Transit Program provides non-competitive funds (Modoc County \$451,119) which may be applied for and used for bicycle, rail (including rail safety improvements), paratransit, transit, pedestrian, and capital facilities projects for public transportation. Applications for these funds must be submitted by June 30, 1993. The MCLTC submitted and the CTC approved the Proposition 116 application on April 19, 1993, for pedestrian walkways in the City of Alturas (\$225,559.50), and for the purchase of passenger vans for the Modoc Work Activity Center and Modoc Senior Citizens (\$225,559.50). The application will be amended, through public hearing, because the Modoc Senior Citizens Center reduced their request of four vans to one van.

## **Ridesharing**

Ridesharing is any form of transportation other than one person using an automobile alone. Some examples of Ridesharing are: (1) carpools, (2) vanpools, (3) public transit, (4) bicycling and even walking. This saves the commuters money, reduces stress, and conserves energy. Rideshare helps the community reduce fuel consumption, air pollution, and traffic congestion. Carpool opportunities exist whenever a number of people from the same area are all commuting to the same work location. Car pooling enables individual commuters to carpool together to work or school, saving money and reducing stress. Vanpool opportunities exist whenever larger groups of commuters or college students commute to a common location and share the cost. Caltrans North state Rideshare operates a matching program for the Modoc County region. North state Rideshare may be contacted by calling 246-POOL, collect.

## **LOCAL FUNDS**

### **Gas Tax - State Highway Account**

The passage of SB215 in 1981 increased the State gasoline tax to nine cents per gallon, and an additional nine cents per gallon State tax increase was implemented in 1990. The counties receive their portion according to certain predetermined criteria.

### **Sales Tax - TDA or SB325 Funds**

The transportation Development Act (TDA) of 1971, referred to as SB325, established the Local Transportation Fund (LTF). The State sales tax was extended to include a tax on the sale of gasoline; 1/4¢ of the 7 1/4¢ retail sales tax collected statewide is returned to the county to be deposited in the county's Local Transportation Fund. The amount of money received by the Local Transportation Commission is based on the amount of retail sales tax collected in the county. The LTF is then apportioned to the cities and unincorporated areas of the county based on population. Although the LTF revenues are collected by the State, they are considered county revenues and can be used as local matching funds for either State or Federal funds. The LTF funds are specifically earmarked for funding transit projects; however, they may be used for street and road construction if a determination is made by the RTPA that no unmet transit needs exist that can be reasonably met. The following is a list of eligible LTF expenditures:

- TDA administration
- Pedestrian and bicycle facilities.
- Community transit services.

- Support of public transportation systems.
- Special transportation services for the elderly and handicapped or any other special group.
- Streets and Roads after the unmet needs are resolved.

### **Vehicle License Fees**

Another revenue source for local government is the vehicle license fee. This fee is imposed by the State in lieu of other taxes on the value of vehicles. Revenues generated from vehicle license fees are designated by Modoc County for the General Fund.

### **General Fund**

Another source of revenue for transportation is the General Revenue Fund. Property tax is the major source, however some revenues may be generated from special districts and sales tax. The County Board of Supervisors decides what these funds will be used for. Senate Bill 1335/Assembly Bill 2551 allows these funds to be used for streets and roads when not needed for transit. Modoc County has assisted the Modoc County Senior Citizens and the Modoc Work Activity Center the past few years to provide transportation to elderly and handicapped people.

### **CAVEAT**

In developing economic forecasts, past records are researched to gather historic percentages of increases and decreases. However, the Modoc County economy has gone through an upheaval and may continue to do so for a number of years. Statistics accumulated during the past few years may not apply to fluctuations that could occur in the future. In projecting future budgets, a series of problems need to be considered: Will the economy improve? What will happen to interest rates, to inflation rates, and to construction costs? The anticipated funding for transportation in Modoc County is reflected on revenue and expenditure charts in this section of the plan. It represents an accumulation of Federal, State and local funding.



**1994 Regional Transportation Plan  
Financial Element  
Estimated Revenues (\$1,000s)**

<b>MODE/SOURCE</b>	<b>94/95</b>	<b>95/96</b>	<b>96/97</b>	<b>97/98</b>	<b>98/99</b>	<b>99/00</b>	<b>00/01</b>	<b>Total</b>
<b>MODOC COUNTY:</b>								
<b>Local Assistance:</b>								
HBRR Funds	153	493	1,000	1,000	300	588	800	4,235*
BRR**	100	100	100	100	100	100	100	700
STP Funds (Includes HES & Co Exchange)	692	746	746	746	746	746	746	5,168
TDA Funds	108	113	119	125	131	138	145	879
<b>Aviation:</b>								
Modoc Co. CAAP	60	60	60	60	60	60	60	420
<b>Sub Total</b>	<b>1,113</b>	<b>1,501</b>	<b>2,025</b>	<b>2,031</b>	<b>1,337</b>	<b>1,544</b>	<b>1,851</b>	<b>11,402</b>
<b>CITY OF ALTURAS:</b>								
<b>Local Assistance:</b>								
TDA (LTF)	94	99	104	109	114	120	126	766
City Roads	247	669	50	20	30	0	0	1,016
<b>Sub total</b>	<b>341</b>	<b>768</b>	<b>154</b>	<b>129</b>	<b>144</b>	<b>120</b>	<b>126</b>	<b>1,782</b>
<b>CALTRANS:</b>								
<b>Maintenance***:</b>	2,000	3,774	3,386	3,623	3,877	4,521	4,838	26,019
<b>Capital (Incl. TEA):</b>	202	325	7,370	4,992	0	0	0	12,889
<b>Sub Total</b>	<b>2,202</b>	<b>4,099</b>	<b>10,756</b>	<b>8,615</b>	<b>83,877</b>	<b>4,521</b>	<b>4,838</b>	<b>38,908</b>
<b>Grand Total</b>	<b>3,656</b>	<b>6,368</b>	<b>12,935</b>	<b>10,775</b>	<b>5,358</b>	<b>6,185</b>	<b>52,092</b>	<b>52,092</b>

\*Up to 5 projects per year, 80% Federally funded.

\*\*Up to 4 projects per year.

\*\*\*County Maintenance projections based on 177.57 centerline miles.

#Transportation Development Act projections based on 5% increase per year.

**1994 Regional Transportation Plan  
Financial Element  
State County, and City  
Estimated Expenditure Summary (\$1,000s)**

<b>MAINTENANCE AND OPERATIONS</b>						
<b>Year</b>	<b>Air</b>	<b>Highways and Bridges</b>	<b>Transit</b>	<b>Non- Motorize d</b>	<b>Other</b>	<b>Total</b>
1994/95	-0-	2,000	-0-	-0-	-0-	2,000
1995/96	-0-	3,774	-0-	-0-	-0-	3,774
1996/97	-0-	3,386	-0-	-0-	-0-	3,386
1997/98	-0-	3,623	-0-	-0-	-0-	3,623
1998/99	-0-	3,877	-0-	-0-	-0-	3,877
1999/00	-0-	4,521	-0-	-0-	-0-	4,521
2000/01	-0-	4,838	-0-	-0-	-0-	4,838
<b>Totals</b>	<b>-0-</b>	<b>26,019</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>26,019</b>
<b>CAPITAL IMPROVEMENTS</b>						
<b>Year</b>	<b>Air</b>	<b>(STIP) Highways and Bridges</b>	<b>(STIP) Transit</b>	<b>(STIP) Non- Motorize d</b>	<b>SHOPP</b>	<b>Total</b>
1994/95	70	-0-	96	226	-0-	392
1995/96	70	202*	130	-0-	-0-	402
1996/97	70	325*	-0-	-0-	-0-	395
1997/98	70	-0-	-0-	-0-	7,370	7,440
1998/99	70	-0-	-0-	-0-	4,992	5,062
1999/00	70	-0-	-0-	-0-	-0-	70
2000/01	70	-0-	-0-	-0-	-0-	70
<b>Totals</b>	<b>490</b>	<b>527</b>	<b>226</b>	<b>226</b>	<b>12,362</b>	<b>13,831</b>
<b>GRAND TOTAL</b>						<b>39,850</b>

\*TEA

## VIII. IMPACT ELEMENTS

### SUMMARY OF ENVIRONMENTAL, ECONOMIC, AND SOCIAL IMPACTS

#### **Background**

Prior to the adoption of the 1994 Regional Transportation Plan, the Modoc County Transportation Commission performed an analysis of the possible impacts of implementing the various transportation systems alternatives. The analysis was documented in the Draft Environmental Assessment/Initial Study that was circulated for public review and comment. Public comments will be addressed in the final Regional Transportation Plan. The environmental discussion represents a comprehensive description of the basic environmental, socioeconomic and political setting of the region. There are no significant impacts identified in the draft Initial Study checklist relating to the adoption of the RTP. It is important to understand that the Initial Study is intended to address the impacts of alternative transportation systems, not the impact of individual transportation projects. Any future transportation projects will be assessed for environmental impacts on a project by project basis. The projects listed in the RTP are expected to have little or no effect on the environment; any impacts should be mitigated to a level of no significant environmental impact.

The following discussion summarizes the likely impacts of the four systems alternative concepts considered in the development of the plan. The last section discusses the likely impacts of implementing the major proposals in the 1994 Regional Transportation Plan.

The existing Modoc County Transportation System is designed to serve a 1994 Modoc County population of approximately 10,150. It is projected by the year 2010 that Modoc County's population will increase to 13,000. This population growth will be reflected in greater urbanization of Alturas and continued development of the recreational communities in the county.

With today's system, there are obvious deficiencies and needs, e.g., low-capacity State highways and deferred maintenance on county roads and city streets; lack of public transportation for the disabled, young and low income. Over the next few years, these deficiencies will need to be corrected and new and expanded services implemented to meet the needs of growing and diversifying population.



## ALTERNATIVES

The following is a discussion of potential impacts using these alternatives (1) Status Quo (2) Emphasize Road Improvement (3) Emphasize Public Transportation (4) Emphasize Multimodal Transportation

### **1. STATUS QUO**

The "Status Quo Alternative" is a continuation of existing programs - a portion of existing roadway revenues being used for capital improvements.

#### **Impacts to the Physical Environment**

Improvements to existing roadways (e.g., widening, curve realignments) would impact the physical environment. It is unlikely, when viewed from a regional perspective, that these disturbances would have a significant impact. These impacts are addressed on a project by project basis for determination of any significant environmental impacts.

#### **Impacts on Land Use and Growth Inducement**

It is unlikely a status quo program would keep pace with the demand for new facilities and services implied by the projected population increases. Thus, this alternative could be expected to somewhat inhibit overall growth.

#### **Social Impacts**

This alternative will make progress toward providing for the needs of the "transportation-disadvantaged." It is unlikely adequate resources would be available to provide much of a public transportation option for "choice riders" - those who might choose public transportation in lieu of their private automobile if service could meet their needs.

#### **Energy and Air Quality Impacts**

This alternative implies a continuing reliance on the private automobile for most transportation within the county. Thus, pollutant emissions and energy consumption would be higher than alternatives emphasizing public transportation, ridesharing, or non motorized modes.

#### **Safety Impacts**

The county transportation policies place a high priority on projects to take corrective action in high-accident potential locations. Thus, it is expected the limited resources available with the status quo would be first used for safety projects.

#### **Traffic and Congestion Impacts**

Even though some resources would be available for street and highway improvements and transit services, it is likely that the increasing demand will exceed the increasing capacity and automobile traffic will generally become more congested.

### **Costs and Funding Impacts**

The status quo alternative is intended to maintain existing programs with existing levels of financing. It is likely inflation would surpass increases in revenues so new revenue sources or an inflation-indexed revenue source would be required

## **2. EMPHASIZE ROAD IMPROVEMENTS**

The "Emphasize Road Improvements Alternative" implies all available discretionary transportation resources would be committed to maintaining and improving street and highway facilities, and new funding would be sought for street and highway purposes.

### **Impacts to the Physical Environment**

This alternative implies major improvements to street and highway facilities. Such improvements usually mean considerable disturbances to the local terrain. It is standard practice to apply all reasonable mitigation measures to minimize significant adverse impacts. These impacts are addressed on a project by project basis for determination of any significant environmental impacts.

### **Impacts of Land Use and Growth Inducement**

The alternative would tend to encourage more dispersed land development. Road improvements can increase travel speeds so travelers would not consider distance to be as great an issue in the distance their residence was from the population center.

### **Social Impacts**

This alternative assumes all discretionary money would be used for road purposes. Thus, only the minimum public transportation service designed to meet the basic needs of "transportation disadvantaged" would be provided. There would be no transit option available to "choice riders."

### **Energy and Air Quality Impacts**

Of all the alternatives considered, emphasizing road improvements would have the most adverse impact on energy consumption. A good street and highway system encourages scattered development. Given no options, a dispersed population must rely on private vehicles for mobility that translates to increased air pollution and energy consumption. Minimal adverse impact would be mitigated as increased use of more fuel-efficient vehicles levels energy demand.

### **Traffic and Congestion Impacts**

This alternative assumes that adequate funding would be available and that adequate road facilities would be constructed to satisfy the demand. Thus, traffic volumes would increase significantly, but congestion levels would be relatively low.

### **Costs and Funding Impacts**

"Emphasize Road Improvements" assumes new funding for street and highway purposes. Part of this could be a higher allocation of State highway funds to the county. There would be a need for additional local funding for local street and road purposes.

### **3. EMPHASIZE PUBLIC TRANSPORTATION**

The "Emphasize Public Transportation Alternative" implies all available discretionary transportation resources would be committed to expanding public transportation services. New funding would also be sought for public transportation purposes. This alternative implies existing and future capacity deficiencies would be alleviated through new or expanded public transportation services, not new roadway facilities.

#### **Impacts to the Physical Environment**

There would be reduction in the adverse impacts from road construction and parking facilities. Some impact would occur from development of transit support facilities; e.g., park-and-ride lots and maintenance facilities. As is the case with roadway projects, these impacts would be addressed on a project by project basis for determination of any significant environmental impacts.

#### **Impacts to Land Use and Growth Inducement**

Public transportation best serves high-density centers and corridors. With the emphasis toward public transportation to serve new developments, development will tend to follow the classic urban designs of high-density activity centers and open space. Spatial separation will be minimized, as will travel time. There will be significantly less need for parking facilities than with other alternatives.

#### **Social Impacts**

The transportation needs of the "transportation disadvantaged" will be well met. A good transit option would be available to "choice riders." The emphasis toward public transportation would increase employment in the transportation industry.

#### **Energy and Air Quality Impacts**

The availability of excellent public transportation would encourage transit ridership and a relative reduction in automobile travel. Since public transportation is generally more energy-efficient than the automobile, this alternative results in a reduction in energy consumption. The trade-off and transit vehicle pollutant emission would probably indicate little change in total pollutant emissions.

#### **Safety Impacts**

Statistics show travel by public transportation is less accident-prone than travel by automobile. A diversion of travel to public transportation would yield a net reduction in accidents. The potential for crime is often viewed as a drawback of public transportation; while this may be true in very large urban and rural areas, experience in smaller urban and rural areas of California does not indicate significant security problems.

#### **Traffic and Congestion Impacts**

Even though more people would choose public transportation if they felt it met their needs, there would still be a significant increase demand for automobile travel. This increase in demand would lead to high volumes of traffic and congestion that would be more severe in population-centered areas.



### **Costs and Funding Impacts**

Public transportation requires significant public subsidies, both for capital equipment and for operation. Public subsidies are normally more than offset by financial savings to users of the services, but costs are borne by the community as a whole.

### **4. EMPHASIZE MULTIMODAL TRANSPORTATION**

The "Emphasize Multimodal Transportation Alternative" implies additional funding would be sought to speed the development of adequate transportation services. Projects would be compared based upon their costs and benefits, with priority given to the more favorable projects regardless of mode. Implementation of this alternative would probably make safety improvements on streets and highways and to develop public transportation to meet the basic needs of the "transportation disadvantaged" first, and to select projects to accommodate increases in transportation demand second.

### **Impacts to the Physical Environment**

The road improvements could lead to impacts on the physical environment. These impacts would be addressed on a project by project basis for determination of any significant environmental impacts.

### **Impacts to Land Use and Growth Inducement**

This alternative could be designed to be consistent and supportive of proposed planned developments. By proper location of resources, accessibility to preferred potential developments could be enhanced compared to less preferred locations.

### **Social Impacts**

The alternative would be expected to provide services to meet the basic needs of the "transportation disadvantaged," and lead to implementation of good transit services to provide real options to the "choice rider." It is likely overall congestion would be mitigated through roadway projects, resulting in a time saving to all travelers.

### **Energy and Air Quality Impact**

This alternative would probably imply a middle ground relative to energy consumption. There would be a mix of both automobile and public transportation facilities that would lead to a mix of automobile and transit travel. Pollutant emissions may be marginally lower than the other alternatives, with benefits accruing from both reduced congestion and diversion of trips from the automobile and public transit.

### **Safety Impacts**

Multimodal Transportation Alternatives would result in accident reductions because of improvements to high-accident potential locations; this alternative would also reduce congestion and diversion to transit.

**Traffic and Congestion Impacts**

It is assumed projects to relieve traffic congestion would have high enough priority to warrant funding. Therefore, while there would be increases in traffic, it is likely there would not be severe congestion.

**Costs and Funding Impacts**

This alternative would require increased funding for both public transportation and roadway purposes. By definition, only projects would be implemented where costs were offset by benefits. As is the case with all public projects, there are some inequities in benefits accruing to users of the facilities or services with costs being borne by the entire community.

**MODOC COUNTY  
LOCAL TRANSPORTATION COMMISSION  
RESOLUTION No. 94-03**

**Definition of "Unmet Transit Needs"**

For the purposes of allocating Transportation Development Act funds, the definition of the term "unmet transit needs" has been established as:

1. Trips made by elderly, handicapped, low-income, youth, and other transit dependent groups to provide basic necessities of life within Modoc County. Unmet transit needs are listed below:

- a. To obtain/maintain employment.
- b. To obtain medical/dental care.
- c. Shopping for food, clothing, etc.
- d. To obtain social services such as health care, government funded nutrition programs, sheltered workshops teaching employable skills, county welfare programs, and education programs for physically and/or mentally handicapped individuals.
- e. To transact personal business, such as banking and paying bills.
- f. To obtain education.
- g. Religious and recreational purposes.

2. Trips less than one mile in length made by individuals who are not elderly or handicapped are not considered as transit "need." An individual who is not elderly or handicapped can walk this distance in a reasonable amount of time (approximately 15 minutes) without undue strain.

3. Individuals requiring the assistance of an attendant (in addition to a driver) are not considered as needing a transit service, but are more accurately described as having a medical need more properly provided by an ambulance service.

4. Trips for specific purposes outside Modoc County are considered as unmet transit needs if the service or treatment is not available within the County.



## **Definition of "Reasonable to meet"**

The phrase "transit needs which are reasonable to meet" as it pertains to the allocation of TDA funds, is defined as follows:

1. A transit need cannot reasonably be met if the minimum transportation system required to meet said need(s) requires an expenditure in excess of the TDA annual apportionment to the governmental entity(ies) involved in providing the transit service.
2. That a claimant of (TDA.) funds, for transit service, must demonstrate that the transit service will be in compliance with TDA.
3. It is reasonable that Funds be spent to implement existing systems or new systems that meet needs, if the entities who are financially involved in such systems submit a joint proposal for implementation of the system in question.

## **Modoc County Local Transportation Commission 1994**

### **Commissioners**

William "Chip" Greene	Chairperson/City Council Member
Ron McIntyre	Vice Chairperson/ County Supervisor
Dean Harbaugh	Council Member, City of Alturas
Jim Porter	Citizen City appointed member
Joseph E. Colt	County Supervisor
Michael Maxwell	County Director of Administrative Services
Edgar Carver	Appointed Alternate County Supervisor
Larry Pickett	Appointed Alternate City Chief of Police

### **Executive Director**

John G. Pedersen	Public Works Director/Road Commissioner, Modoc County
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### **Secretary**

Debbie Young	Staff Assistant, Modoc County Road Department
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## **Policy Advisory Committee 1993-94**

John G. Pedersen	Chairman - County Director of Public Works
Michael Macdonald	Deputy Road Commissioner, Modoc County
Larry Pickett	City of Alturas, Chief of Police
Chip Greene	Council member, City of Alturas
Debbie Young	Staff Assistant, County Road Department
Eugene Poch	District Director, Caltrans, District 2, Redding or his representative

In addition Modoc County Local Transportation Commissioners that wish to attend meetings are members of the Policy Advisory Committee.

## **Technical Advisory Committee**

The Technical Advisory Committee consists of members of the technical staffs of the City and County Engineering and Planning Departments, and Burt Brockett, District Division Chief, Planning, Caltrans District 2 (or his representative).

The Modoc County Local Transportation Commission meets as needed, as do the Policy Advisory Committee and the Technical Advisory Committee.

**POPULATION PROJECTIONS  
FOR THE COUNTIES  
IN CALTRANS DISTRICT 2 REGION**

<b>County</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>	<b>2040</b>
<b>Modoc</b>	<b>9,700</b>	<b>11,500</b>	<b>13,000</b>	<b>14,500</b>	<b>16,000</b>	<b>17,500</b>
Lassen	27,800	35,700	39,900	44,000	47,900	51,800
Siskiyou	43,800	49,400	55,700	61,400	67,900	74,600
Trinity	13,100	15,000	17,000	18,900	21,000	23,100
Plumas	19,900	22,800	24,900	26,800	28,600	30,400
Tehama	50,100	63,800	72,900	83,000	93,800	105,800
Shasta	148,800	196,800	231,600	267,200	302,500	337,700
<b>Total</b>	<b>313,200</b>	<b>395,000</b>	<b>455,000</b>	<b>515,800</b>	<b>577,700</b>	<b>640,900</b>

The above information is from the official population projects report: "Population Projections by Race/Ethnicity for California and Its Counties 1990-2040", Report 93P-1, Department of Finance, May 1993.

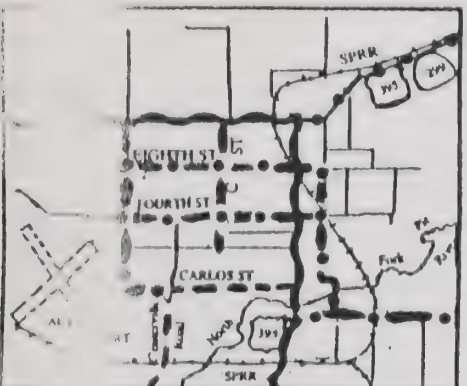
As of this writing, the above report can be ordered from:

**Demographic Research Unit  
915 L Street  
Sacramento, CA 95814  
(916) 322-4651**



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# ALTURAS DETAIL

0.5 1.0  
SCALE IN MILES

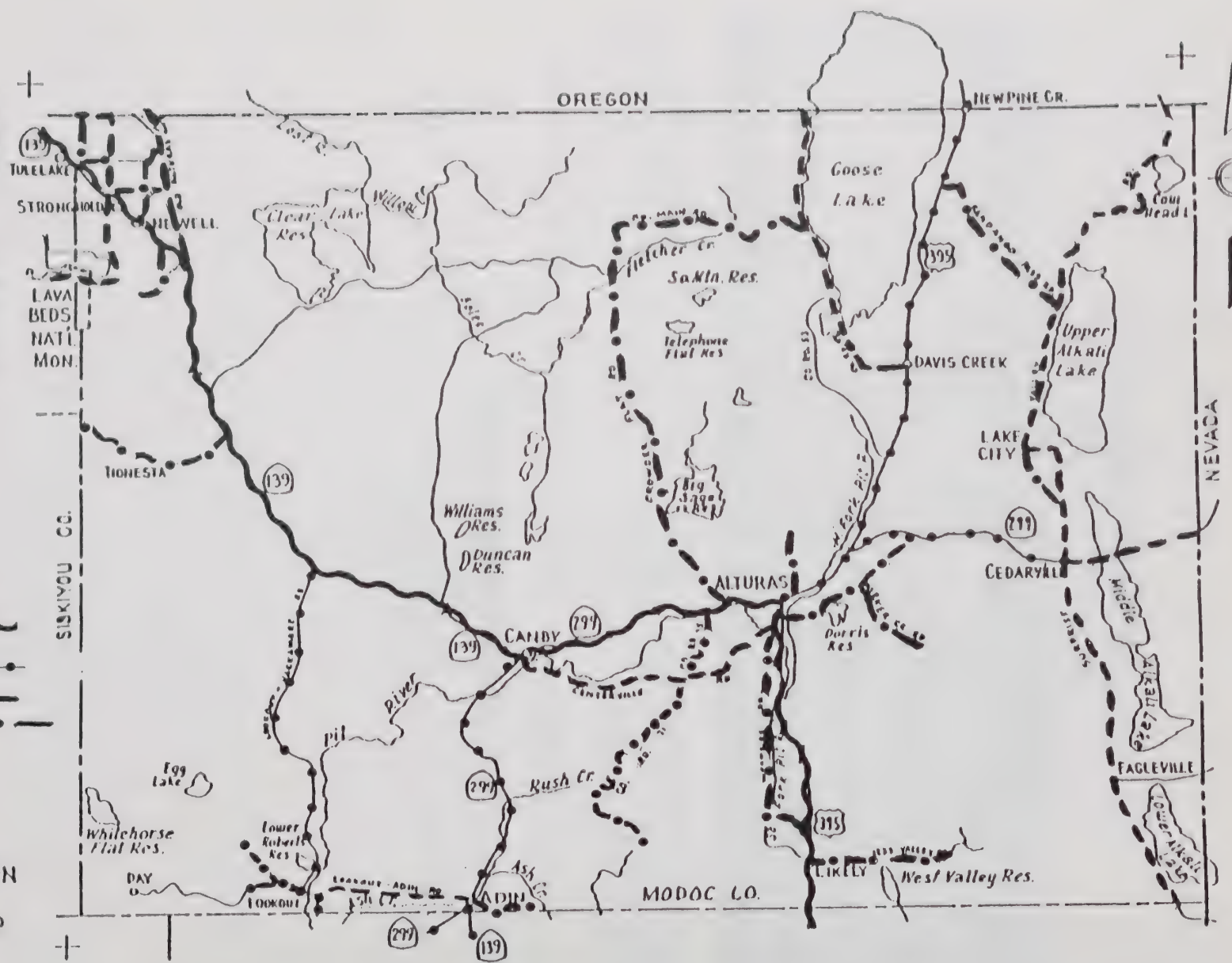
COLOR CODES

## FUNCTIONAL CLASSIFICATION

- State and Other Principal Arterials
- Major Arterials
- Minor Arterials
- Local


## HIGHWAYS FUNCTIONAL CLASSIFICATION MODOC COUNTY

5 10 15 20  
SCALE IN MILES

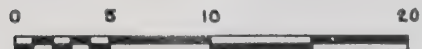




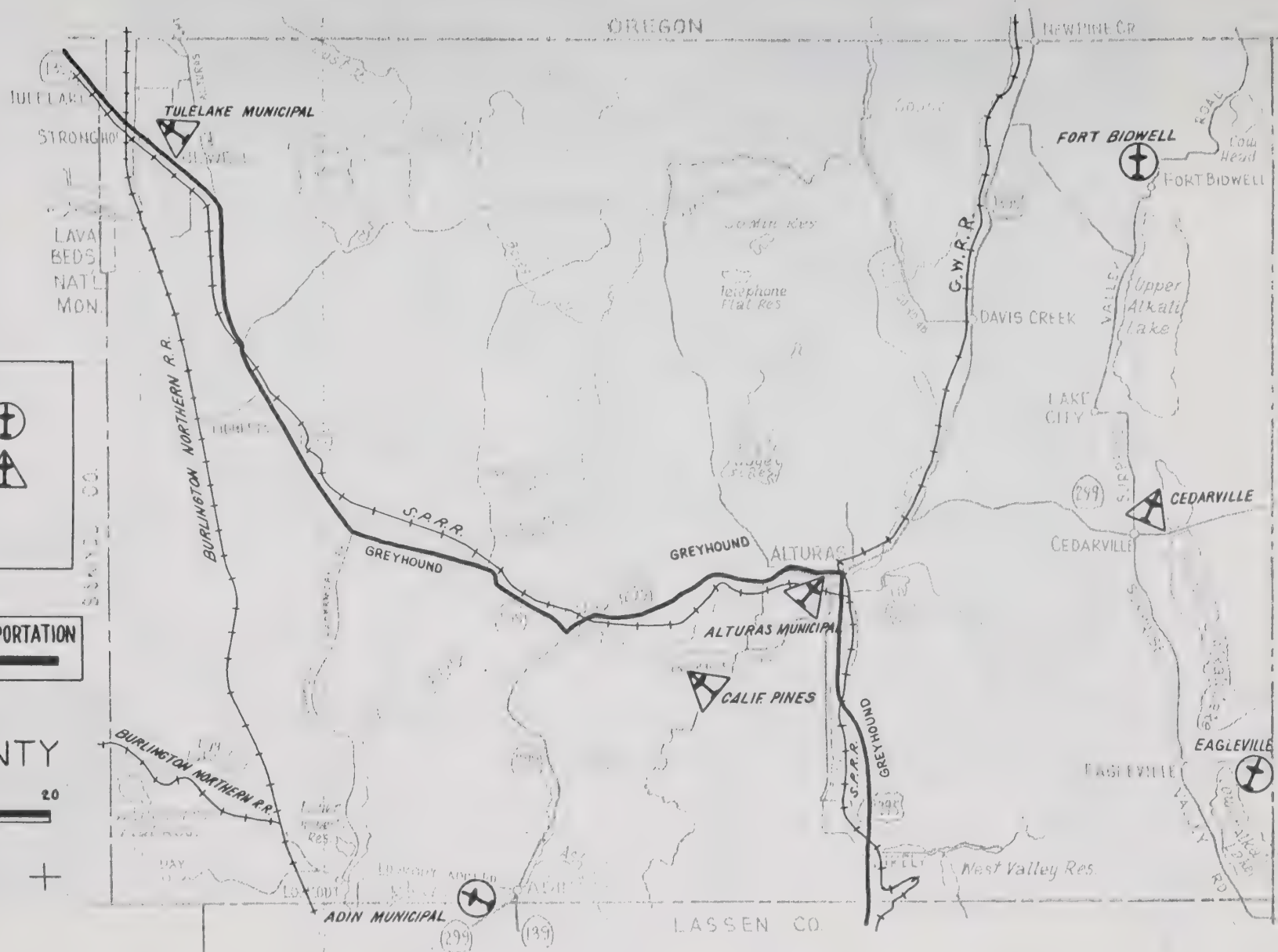
**AIRPORTS**  
LOCAL AREA SERVICE   
COMMUNITY SERVICE   
RAILROADS 

**EXISTING PUBLIC SURFACE TRANSPORTATION**  
INTERREGIONAL BUS 

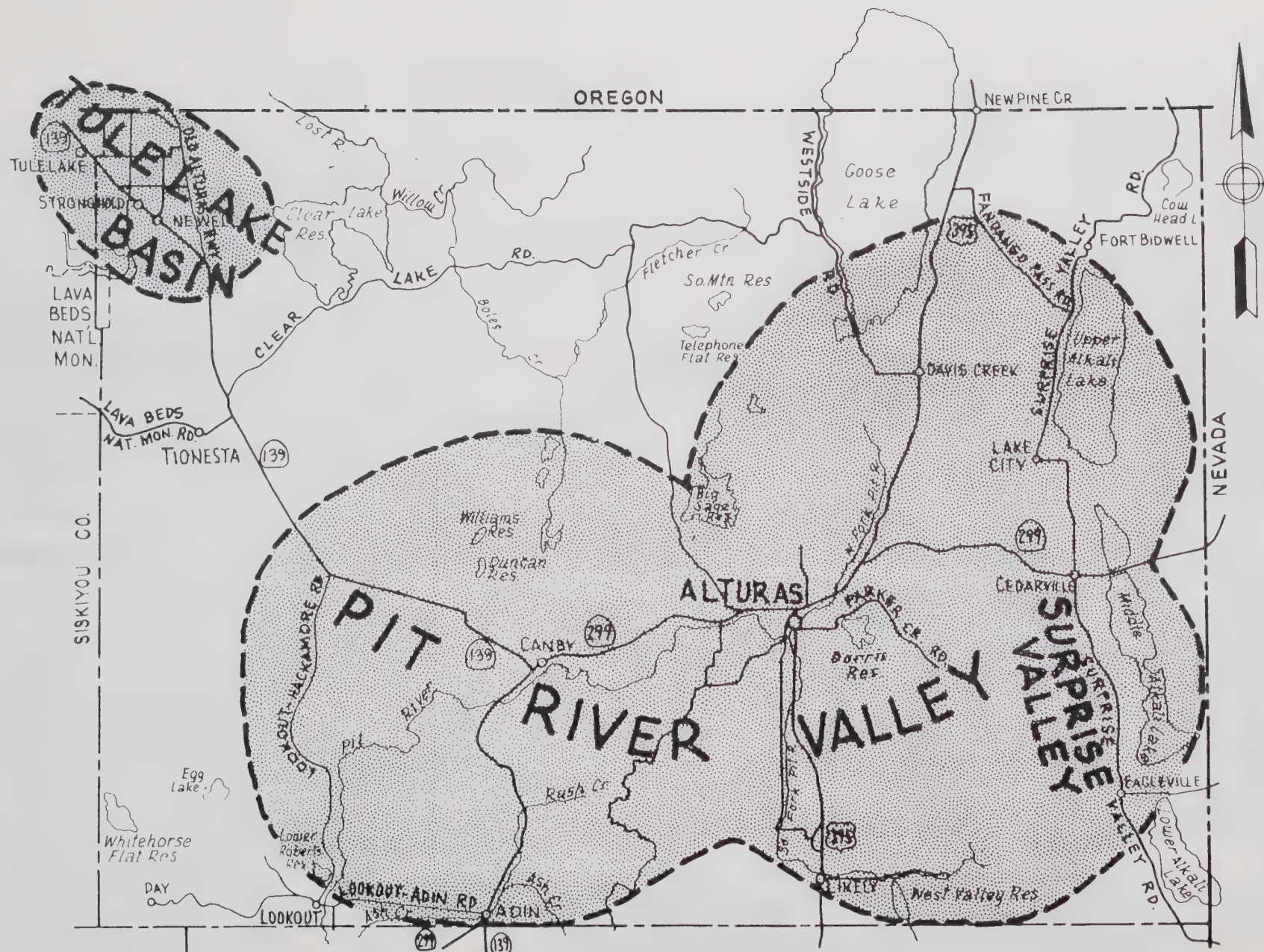
MODOC COUNTY



SCALE IN MILES

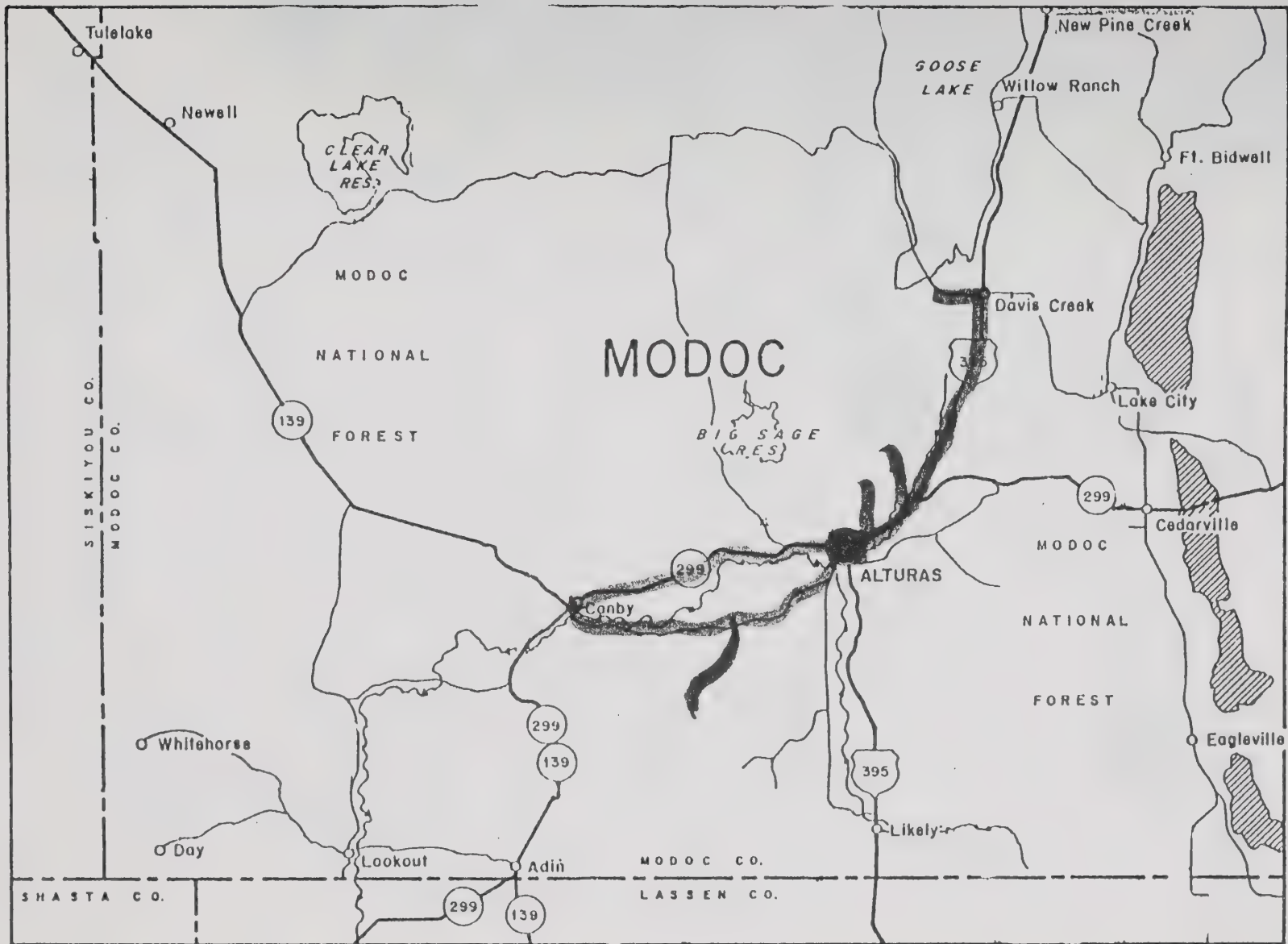




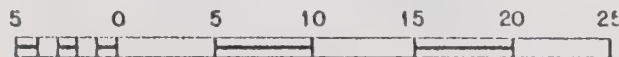


SENIOR CITIZENS SERVICE AREA  
MODOC COUNTY

SCALE IN MILES



LOCATION MAP  
Scale: 1" = 10 Miles



DART Service Area



LAVA  
BEDS  
NATI  
TION

BIDWELL



Fort Bidwell  
Rancheria



XL Rancheria



Cedarville  
Rancheria



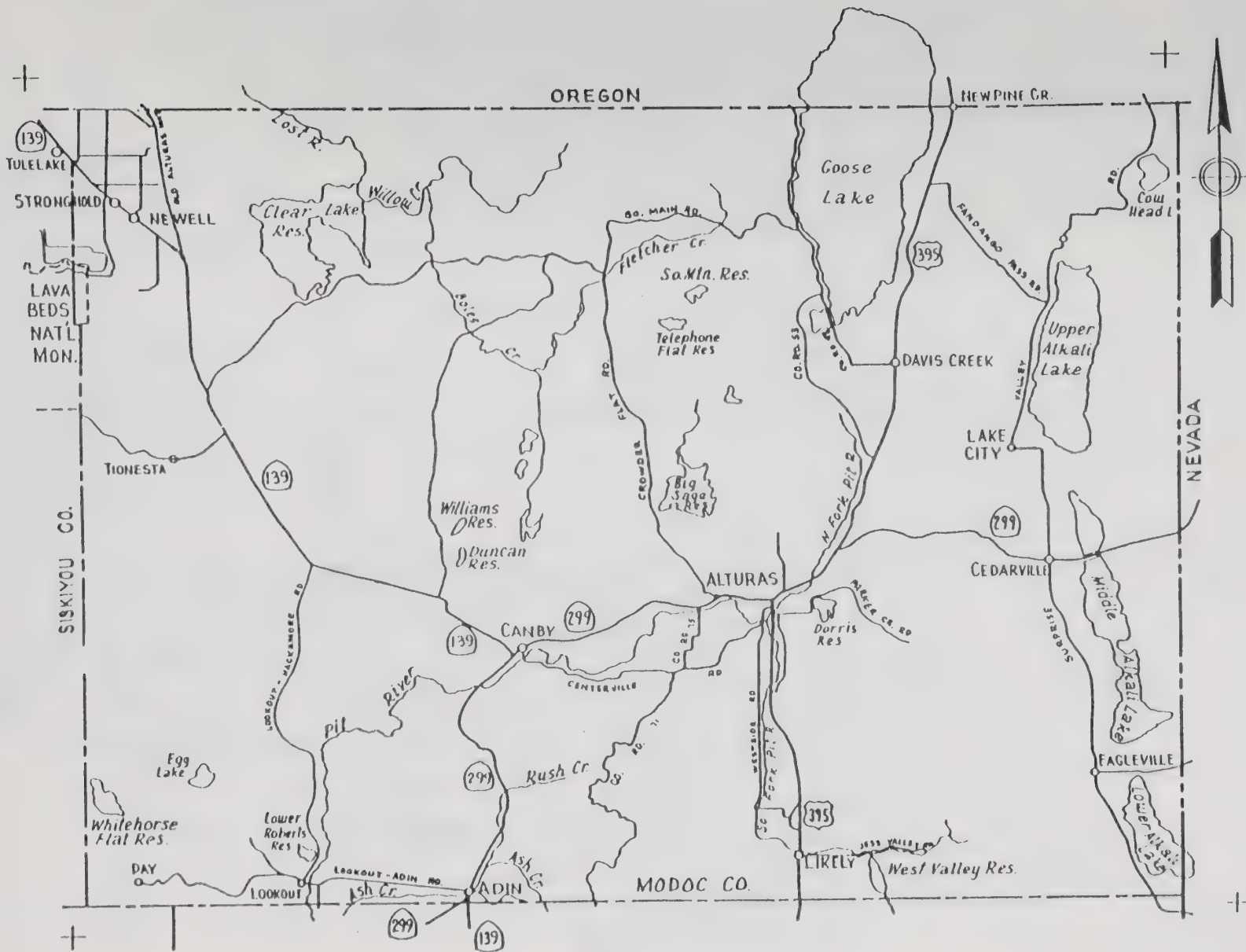
Alturas  
Rancheria



Lookout  
Rancheria



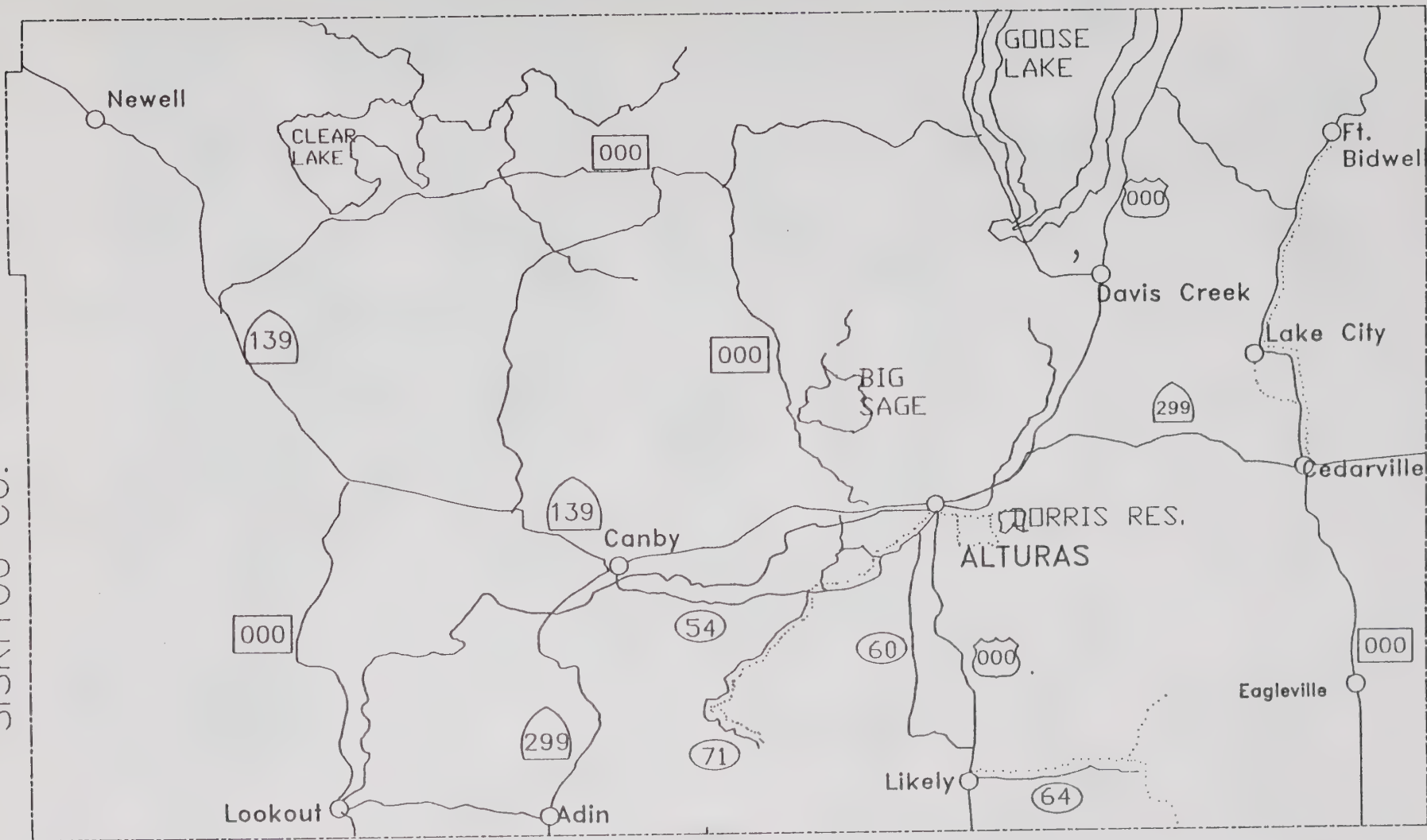




**GAIN AND T.E.A.C.H. SERVICE AREA  
ENTIRE COUNTY**

OREGON PROPOSED BIKEWAYS .....

SISKIYOU CO.



LASSEN CO.

N-7A



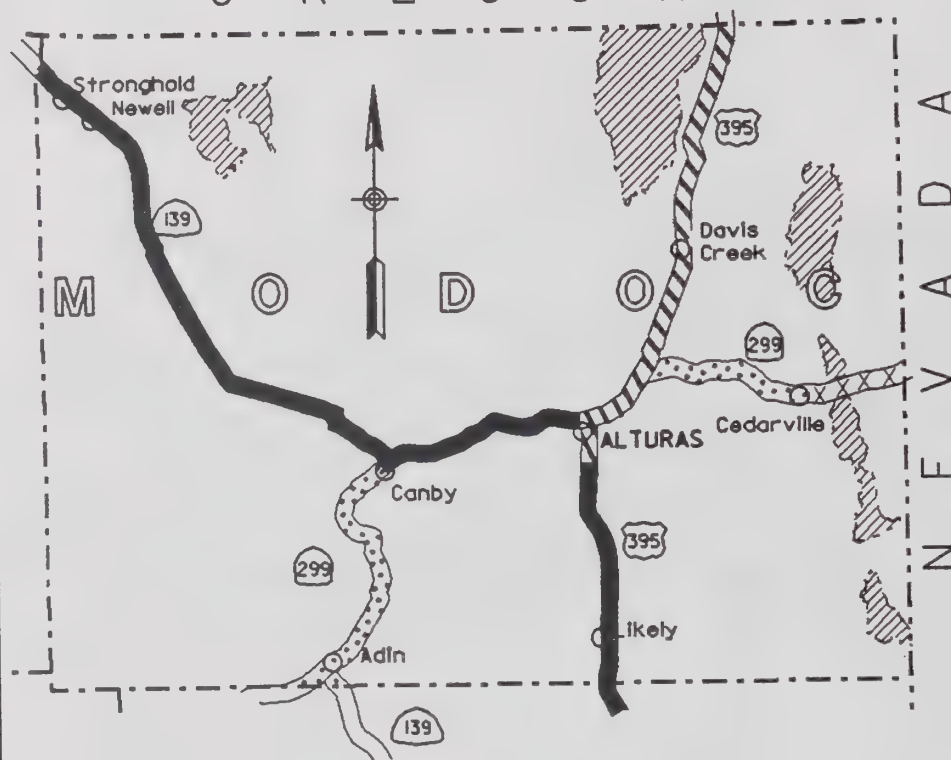
- 1 HOSPITAL
- 2 CONVALESCENT HOSPITAL
- 3 HIGHWAY PATROL
- 4 CHAMBER OF COMMERCE
- 5 MUSEUM
- 6 PARK
- 7 COUNTY COURT HOUSE / SHERIFF'S OFFICE
- 8 CITY HALL / POLICE
- 9 GOLF COURSE
- 10 POST OFFICE
- 11 COUNTY OFFICES / AGR. DEPT.
- 12 U.S. FOREST SERVICE
- 13 GRAMMAR SCHOOL
- 14 JUNIOR HIGH SCHOOL
- 15 SWIMMING POOL
- 16 LIVESTOCK ARENA
- 17 BALL PARKS
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- 19 ATHLETIC GROUNDS
- 20 CALIF. D.F.G. / DIV. OF FORESTS
- 21 ALTURAS FIRE DEPT.
- 22 ALTURAS RURAL FIRE DEPT.

City of Alturas

• • • • • Proposed Bikeway Plan



# LOS ROUTE CONCEPT

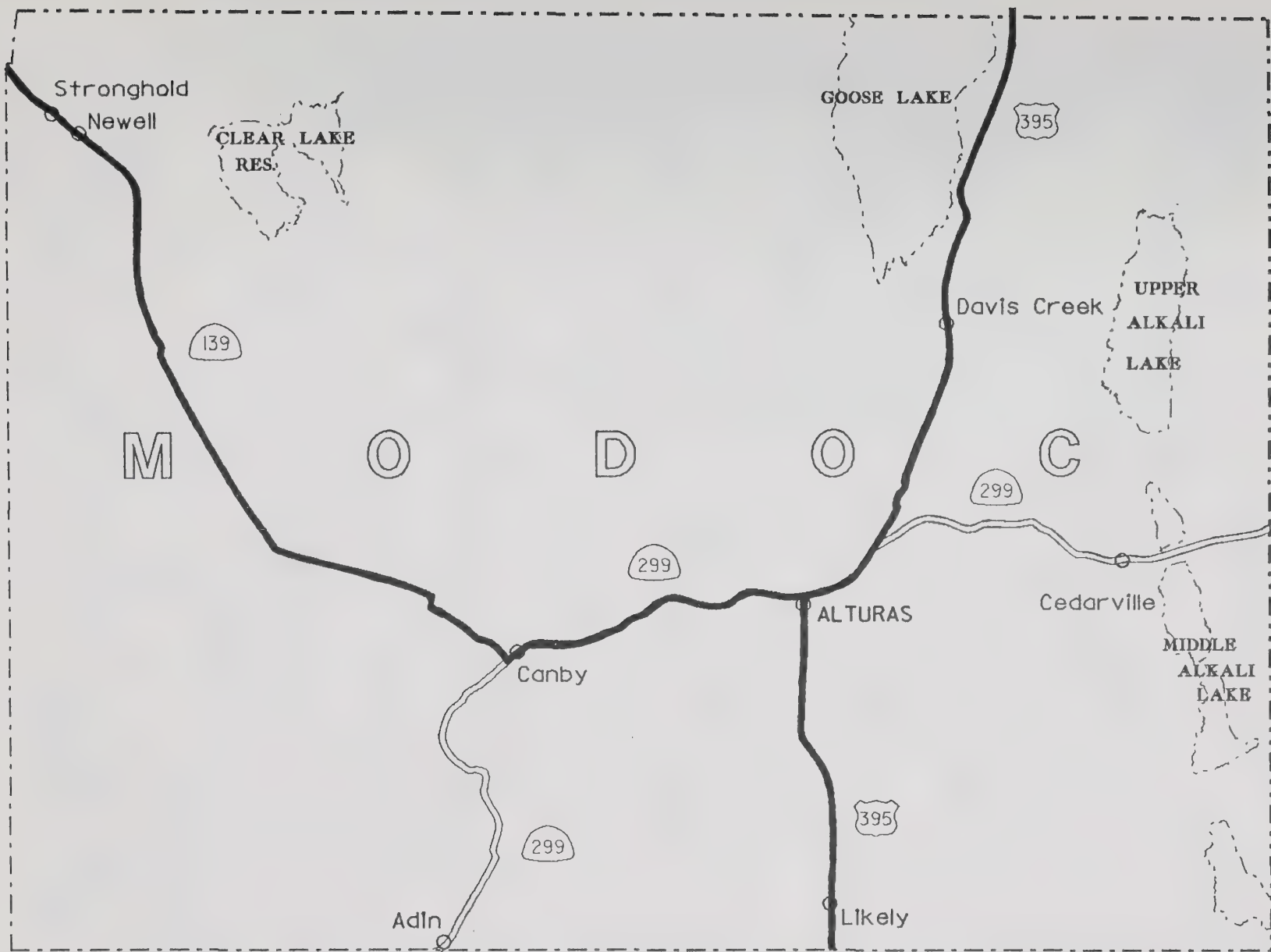


## LEGEND

	B
	C
	D
	E
	MO
	MI

## LEVELS OF SERVICE (LOS)

- A = FREE FLOW DRIVING, UNRESTRICTED
- B = STABLE FLOW DRIVING BUT OTHER TRAFFIC NOTICEABLE.
- C = STABLE FLOW DRIVING BUT SIGNIFICANTLY AFFECTED BY OTHER TRAFFIC.
- D = HIGH DENSITY TRAFFIC, STABLE FLOW BUT MANEUVERABILITY SEVERELY RESTRICTED.
- E = ROAD AT OR NEAR CAPACITY. REDUCED SPEEDS, EXTREMELY DIFFICULT TO MANEUVER. SOME STOPPAGES.
- F = ROAD OVERLOADED. DRIVING STOP AND GO, MOSTLY STOP.
- M.O. = MAINTAIN ONLY
- M.I. = MAINTAIN AND IMPROVE - USED ONLY IN URBANIZED AND URBAN AREAS HAVING SIGNALIZED INTERSECTIONS.

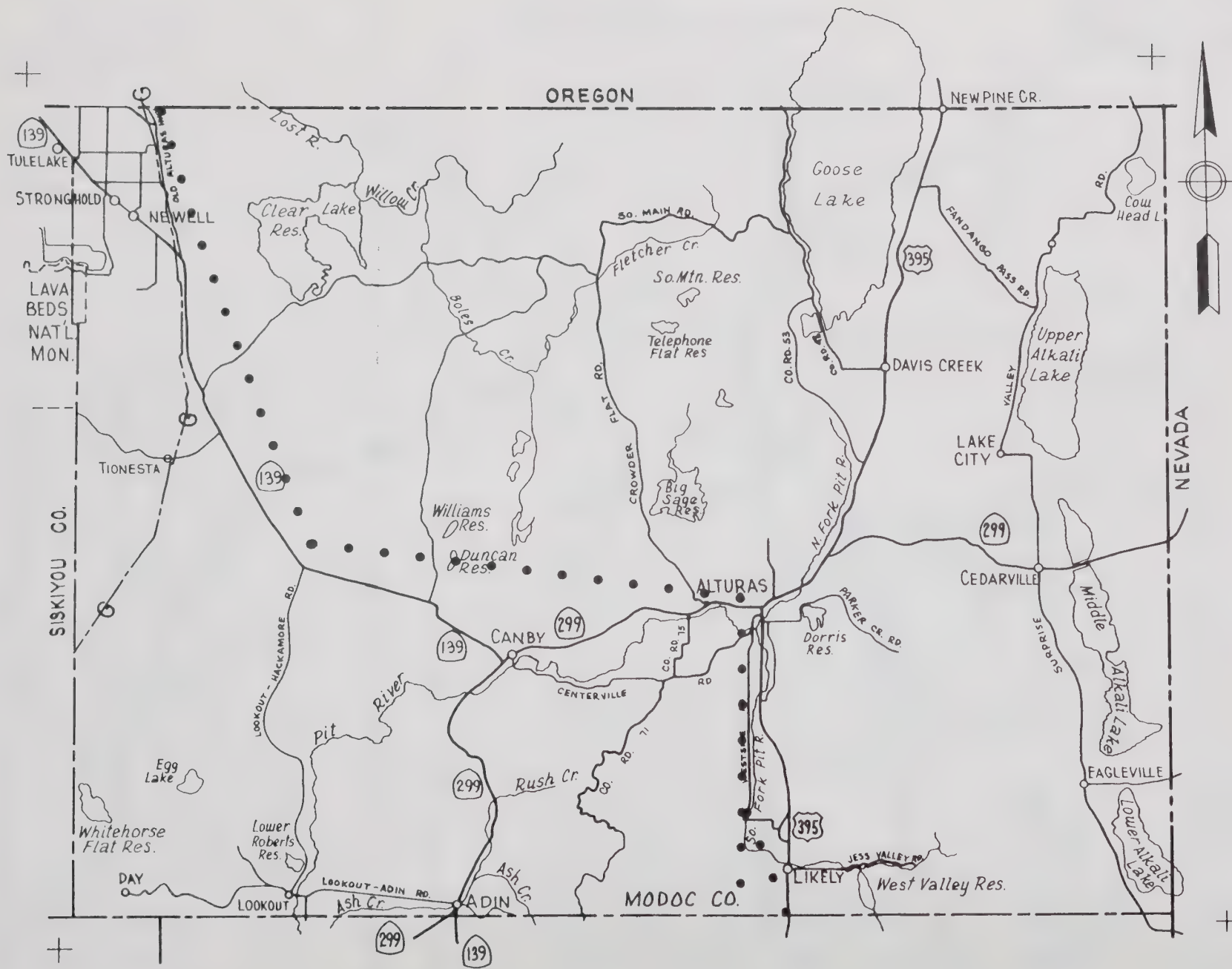


SOURCE:

CALTRANS  
DISTRICT 02

Inter Regional Road System  
National Highway System

 IRRS/NHS  
 OTHERS





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1994 Regional Transportation  
Plan Environmental Document





## **Introduction**

The adoption of the Regional Transportation Plan constitutes a project as defined by the California Environmental Quality Act (CEQA). Therefore, the RTP requires an environmental review prior to its adoption. The type of review that is required is determined by any significant effects that are associated with the adoption of the RTP. "Significant effect to the environment" means a substantial, or potentially substantial, adverse change in the environment as defined by CEQA, Section 21068. The determination of an environmental significant effect is identified in an "Initial Study." This environmental discussion and draft initial studies are consistent with the Initial Study that is required to be completed by the Modoc County Planning Department. This environmental discussion indicates that the RTP will not have a significant effect on the environment.

## **Project Description**

The RTP's geographic location of the "project" is the entire County of Modoc including the Incorporated City of Alturas. The RTP provides general background information regarding demographics, employment rates, and other County characteristics as well as regional transportation issues including streets and highways; public transportation; special transportation; aviation; capital improvement projects; goods movement; ride sharing; transportation planning funding allocations; transportation deficiencies and needs; transportation goals, policies, and objectives; a short and long range transportation action plan; and a transportation financial element. The RTP also reviews a scenario of alternatives based on status quo, emphasizing road improvements, emphasizing public transportation, and emphasize multimodal transportation social, economic, and environmental alternatives.

## **ENVIRONMENTAL SETTING**

This discussion was compiled from information contained in the RTP and the Modoc County General Plan.

### **Modoc County**

Modoc County is located in the northeastern corner of California and is comprised of approximately 4,090 square miles of agricultural valleys, forests, and high desert range lands. Elevations range from 4,300 feet in the valleys to 9,900 feet at the top of the Warner Mountain Range.

## Water Resources

Modoc County falls within two geomorphic Provinces, the Modoc Plateau and the Basin Range. The Modoc Plateau lies along the western two-thirds of the county; the following is a description of the plateau: Interior platform (elevation 4,000-6,000 feet above sea level), southern extension of Oregon lava plateau, consisting of lava flows and tuff beds with many small volcanic cones. Occasional lakes marshes and sluggishly flowing streams. North-south faults in evidence. Province bounded indefinitely by Cascade Range on west and by Basin-Ranges on east and south. The Basin Range covers the eastern one-third of the county; the following is a description of the plateau: distinctly a Nevada Province lying wholly within the Great Basin. Interior drainage with lakes and playas. Typical fault-block structure consisting of roughly parallel ranges alternating with basins or troughs.

Modoc County is characterized by dry summers and moderately wet winters. The average precipitation ranges from a high of 35 inches per year in the southwestern mountains to less than eight inches per year in the southeastern part of the County. Most of the precipitation occurs during the winter in the form of snow, but occasional warm rains also occur during this period. Summer precipitation is usually limited to occasional scattered thunderstorms.

The County contains portions of three major drainage basins as follows: North Coastal Basin, Pit River Basin, and North Lahontan Basin. The Pit River, the major river in Northeastern California, traverses the County. It is fed by a substantial number of streams, as are the many lakes and reservoirs. The 248 square miles of water area in the County are the second highest of all California counties. This water area accounts for nearly six percent of the County's area. There are six major lakes in the County: Goose Lake, Upper Alkali Lake, Middle Alkali Lake, Lower Alkali Lake, Cowhead Lake, and Clear Lake; Clear Lake is a natural lake converted into an irrigation storage reservoir for the Klamath Reclamation Project. In addition to the six major lakes there are 31 reservoirs with capacities greater than 1,000 acre feet each. Modoc County also has a considerable ground water resource in three hydrologic basins (North Coast, Sacramento, and North Lahontan).

The water-bearing deposits within the North Coastal area occur primarily on material of volcanic origin, with two small basins occurring on younger alluvium. The Modoc Plateau Pleistocene Volcanic area is the largest basin in this area. This basin also occurs in the Sacramento Basin along with a series of smaller basins occurring on younger volcanic deposits, older alluvium, and younger alluvium. The two basins occurring in the North Lahontan area are both on younger alluvium.

## **Soils**

Two SCS soil surveys of Modoc County lands have been completed, a survey covering the Surprise Valley-Home Camp area in California and Nevada, and a survey of the Alturas area. Soil surveys are in progress for the Tulelake and Big Valley areas, and a USFS soil survey has been completed, but not yet published, for the lands in Modoc National Forest. There are five agriculturally important soil series in Surprise Valley. A soil series is a classification of soils based on similarity of soil profiles such as thickness, arrangement, and other important characteristics. These soils comprise all Class II soils in Surprise Valley. They are cultivated, irrigated, and produce a high average crop yield. There are six high quality agricultural soils in the Alturas area. The coarse texture group is found in recent alluvium on the east side of the Warner Mountains, Willow Ranch - New Pine Creek area, and where pumice occurs on the west side of the County. The claypan group, when found, is located in old soils in the valleys. Wetness is found along the rivers with salinity and alkalinity being found in the valleys just above the wet areas. The shallowness group is found in the highest parts of the valleys where hardpan and/or hard parent material occurs. Although much shallowness is found in the uplands, more severe limitations, such as rockiness, has placed most of the uplands into non-arable, miscellaneous group.

## **Vegetation and Timber Resources**

Modoc County is part of the north interior ecological province as defined in CALVEG, a Classification System of California Vegetation developed cooperatively by the US Forest Service(USFS), Bureau of Land Management (BLM), and California Department of Fish and Game (DF&G). The natural vegetation of the County is classified into four physiognomic types (1) conifer forest and/or woodland, (2) chaparral, (3) sagebrush shrub, and (4) herbaceous. Modoc County's diversity of vegetation types reflects a substantial range of physical and biotic factors occurring in the County. This vegetation mosaic includes forest lands used for the production of timber; forest and woodlands that provide habitat for a rich complement of wildlife (including a number of game species); lands that provide important open-space values, and lands characterized by high wilderness and scenic values.

Forest vegetation covers nearly one-half of Modoc County. According to the USFS, 530,947 acres, or 24 percent of the area, are considered to be commercial forest land. The Modoc National Forest encompasses 1,979,407 acres of which 1,654,392 acres are national forest lands and 325,015 acres are private lands. The latest inventory for the Forest shows there is a total of 469,548 acres of commercial forest and of this total 75 percent, or 352,947 acres, are in Modoc County. An additional 144,000 acres, or 27 percent, are in forest industry ownership with the remaining 34,000 acres, or 6 percent, in miscellaneous private ownership. A variety of timber species is harvested in Modoc County.



Information varies as to how much grazing land actually exists in Modoc County. According to a 1982 SCS survey of County land use, there were approximately 2,380,000 acres of grazing land in Modoc County or about 90 percent of all land in the County. According to the survey, 544,000 acres of the total grazing land were in private ownership. The remaining 1,836,000 acres were managed by the BLM and the USFS. The 1.8 million acres of grazed land under public ownership is divided almost equally between BLM and USFS, according to SCS.

### **Fish and Wildlife Resources**

Deer, antelope, black bear, and mountain lion are the big game species found in the County. Fur bearing and mammalian predators in the County include badger, beaver, bobcat, coyote, gray fox, mink muskrat, raccoon, spotted skunk, striped skunk, and weasel. Upland game species are also numerous. Ring-necked pheasant, quail, Sierra grouse, sage grouse, Indian chukar, mourning doves, and Hungarian partridge constitute the avian faunal upland game species. Rabbits and squirrels are the principal upland game mammals.

Modoc County also supports a significant waterfowl population due to its complex of lakes, reservoirs, marshes, and grassland agricultural lands. The County has the second highest breeding population of waterfowl in California. Goose Lake, the Pit River Valley, Surprise Valley, and Big Valley, along with the Tulelake, Clear Lake, and Modoc National Wildlife Refuge, provide waterfowl breeding and nesting areas. Furthermore, Modoc County lies on the Pacific Flyway, and provides an important stopover for spring and fall migrations. Approximately 80 percent of the eight to nine million waterfowl use the flyway pass through the Tulelake-Lower Klamath area on their fall and spring migration.

The County is also rich in species not classified as game species, including raptors, wading and shore birds, small mammals, and land-associated non-game birds. Raptors include hawks, owls, eagles, ospreys, and vultures. Included within the large variety of shore birds, wading birds, and non-game birds are the sandhill cranes whose California nesting range is limited to the northeastern corner of the state.

The rivers, streams, lakes, and reservoirs of the County also provide a substantial fishery resource. Rainbow trout, cut-throat trout, eastern brook trout, and brown trout are the principal cold water sport species. Warm water sport fishing consists of channel catfish, brown bull head, large mouth bass, blue gill, and crappie. Forage and "rough" fish found in the County include tuichub, speckled dace, blue gill, green sunfish, suckers, and squaw fish.

## **Air Quality**

Modoc County is a rural area with an extremely low population density, a limited number of industrial and agricultural installations, and no significant problems with traffic congestion. Air quality in the County is generally excellent; low population and low pollution contribute to Modoc County being designated an air quality attainment area.

There is one pollution monitoring station in Modoc County. It is located in Alturas and conducts measurements of atmospheric concentrations of particulate matter sized less than 10 microns (10 millionths of a meter). During the winter months, some relatively mild and short-lived local air pollution episodes may occur in low-lying cities and towns due to wood burning and temperature inversions. The inversion layer typically breaks up in the late morning taking the wood smoke with it. In the winter of 1990, concentrations exceeded the daily CARB standard on six occasions. Brief local air pollution episodes can also occur in the summer, primarily due to smoke from forest fires, agricultural dust, and agricultural burning, but effected areas are generally far from population centers.

## **Mineral and Energy Resources**

There are a number of mineral resources found in Modoc County, but production for most of these resources in the past has been of a limited nature due to height extraction and transportation costs. The principal mineral commodities of the County - volcanic cinders, pumice and pumicite, and crushed stone - are all directly related to the volcanic terrain. Metallic commodities are not extensive, although two major gold districts and minor showings of quicksilver are known. Lake bed deposits include peat, diatomaceous material, and salt. There is also stream and flood-plain deposits of sand and gravel. A number of oil and gas exploration drilling applications have been filed over time on locations within the County, but no exploration drilling has occurred due to very poor prospects. The County's remaining energy resources solar, biomass, geothermal, wind, and hydro, have some potential, but have yet to be developed on a wide scale basis.

## **Geologic and Seismic Hazards**

Geologic hazards result from subsidence, expansive soils, volcanism, and slope failure. Subsidence is a local downward movement of ground surface with little horizontal movement. It is usually caused by the collapse of underground voids such as mines or caverns, by excessive ground water withdrawal, or by extraction of oil. Subsidence can damage all types of construction including roads, gas lines, sewer lines, water pipes, sewage disposal systems, and buildings. Subsidence has not occurred in the County to date.

Ground displacement or surface rapture occurs along faults. Displacements of the earth's crust may be vertical, horizontal, or both, and may offset the ground by as much as 30

feet. Even though there is a special study zone located along the Warner Mountain Range in Surprise Valley (Alquist-Prillo Act) no faults with the County are known to have ruptured in the ground surface within the last 200 years. There are no recorded epicenters in the County. Modoc County lies in the lowest rated area in the State of California for earthquake activity.

## **Flooding**

There are no significant flood hazards in Modoc County; most areas subject to inundation are currently water bodies, uninhabited or on publicly owned lands. Some privately held lands, south of Alturas and in the Adin area, are in flood plains. The County participates in the Federal Emergency Management Agency Flood Program, and the flood areas are appropriately zoned.

## **Scenic Highway Corridors**

Presently, the only designated scenic highway corridors in the County are Highway 139, between Adin and Tulelake.

## **Historic and Cultural Resources**

Prehistoric and historic archaeological sites of the Native American Modoc and Achumawi are central to the understanding and interpretation of the Native American culture heritage of Modoc County. Early settler-Indian battle sites, many of which are registered as State Historical landmarks, give testimony to the historical interactions and conflicts between Native American culture and Euro-American culture. There are over 50 recorded historical sites in Modoc County that document the settlement patterns of early pioneers and gold rush enthusiasts.

## **Archaeological Resources**

Modoc County is also rich in archaeological resources. The greatest diversity and density of archaeological sites occur on Devils Garden, and represent seasonal activities of both the Modoc and Achumawi and their ancestors. Sites are most frequently found near water sources and on the edges of meadows and marshes. Winter villages and outlying specialized activity sites occur along and above the Pit River Valley and along the shores of Tulelake. Prehistoric archaeological sites and materials (petroglyphs, for example) of the Native American Modoc, Achumawi, and Paiute are also present in the area.



## **Land Use**

The County is dominated by federal land ownership with 61 percent of the land managed by the USFS and BLM. Of the remaining 39 percent, 7 percent is in Timber Preserve Zones and are primarily used for timber production. Another 6 percent of the land in the County is used for intensive agricultural purposes.

Rural and "recreational" subdivisions are a major component of the existing land use. Since 1965, 18,538 lots have been approved and created on 27,200 acres throughout the County and 2.2 percent, or 415 of the total lots have been developed. California Pines, located about 10 miles west of Alturas, is the largest rural subdivision in the County. The Lake Units consist of 3,700 lots on 3,109 acres; 75 of these lots are currently developed. The Hill Units consist of 11,351 lots on 12,928 acres; 55 of these lots have been developed. Additional specific plans have been approved for the Lake and Hill units, but final maps have not been recorded to date.

## **Transportation/Circulation**

Modoc County faces the extremely difficult task of maintaining the roads with limited funding. There are 998 miles of maintained road in the County and 33.6 miles of maintained road in the City of Alturas. The average road requires some maintenance every five to ten years and major rehabilitation every ten to twenty years. The City roads will require major rehabilitation and/or improvements in the immediate future; a water line project has left the City streets in disrepair and the upcoming winter will deteriorate the City roads even further. The winter storms of 1992 had a devastating impact on the roads throughout the County.

There are approximately 1,670 maintained road miles in Modoc County, including State Highways, County roads, City streets, and USFS roads. Interregional bus lines pass through Alturas from Reno, Nevada, to Klamath Falls, Oregon. Greyhound Lines, Inc. has one northbound and one southbound bus daily which stops at Alturas, Canby, and Tulelake. Special transportation is provided for senior citizens and developmentally challenged individuals within a twenty mile radius of Alturas. Limited special transportation is also provided in some towns of Modoc County. Southern Pacific Railroad follows US 395 from the south to the north along the eastern third of the County. Rail service connects with this line at Alturas, follows SR 299 west to Canby, then follows SR 139 up the northwest side of the County. It serves Alturas, Likely, Canby, and Tulelake and transports commodities such as lumber and agricultural products. Passenger service is not provided. There are seven public airports in the County, and charter service is available at the Alturas Municipal Airport. Each of these transportation issues is discussed and analyzed in the RTP.

## **Water Supply**

Most areas in the County obtain potable water through private wells (about 57 percent), with the exception of Adin, Alturas, Cedarville, and Newell. These four locations have a public water system.

## **Sanitation**

About 42 percent of the County is served by five public and two private sewer systems. The public systems are located at Newell, Adin, California Pines, Daphnedale, and Alturas. The two private systems are the I'SOTS system in Canby and the Fort Bidwell Indian Reservation system. The remainder of the County is on private septic tanks.

## **Parks and Recreational Resources**

Modoc County's natural resources, including scenic areas, a rich complement of wildlife, forests, lakes, streams, and reservoirs, offer a wide range of recreational opportunities such as fishing, hunting, bird and wildlife watching, hiking, picnicking, bicycling, camping, backpacking, and skiing. The Modoc National Forest, the federal and state game refuges, and the nearby Lava Beds National Monument makes the County an outstanding area for outdoor recreation. The County also has twelve parks and recreation areas available for use by residents and tourists. There are also a limited number of private facilities and services in the County offering recreational opportunities to visitors.

## **Schools**

There are five school districts in Modoc County that provide education from kindergarten through twelfth grade. They are as follows: Modoc, Surprise Valley, Tulelake Basin, Big Valley, and Fall River.

## **Fire Protection**

Fire protection is organized by special, limited-purpose districts in the County. There are twelve districts to provide structural fire protection. The California Division of Forestry (CDF) has responsibility for wild land fires on private, rural, and State lands, while the USFS has primary responsibility for wildfires on land under their jurisdiction. Local volunteer fire departments retain primary responsibility in areas under their jurisdiction, and CDF retains secondary responsibility in these areas as well.

## Law Enforcement

There are three law enforcement agencies in Modoc County, the California Highway Patrol, Modoc County Sheriff's Department, and the City of Alturas Police Department. The USFS has law enforcement responsibilities on Forest Service Land, and the California Department of Fish and Game has some enforcement responsibilities on State lands as well.

## Solid Waste and Hazardous Waste Disposal

Currently there is one landfill, outside the City of Alturas, three transfer stations in Surprise Valley, and one transfer station in each of the following communities: Adin, Lookout, Newell, Likely, Canby, Davis Creek, and Willow Ranch. The County owns all of the facilities, but it contracts with a private company to operate all of the facilities. The waste from the transfer stations is hauled to the Alturas landfill. Within one year the County plans to haul all waste to a Nevada landfill; the Alturas landfill will be sealed and become a transfer station when this occurs.

The only hazardous wastes generated in any significant quantity in the County are pesticides and pesticide containers. The Modoc County Agriculture Department issues permits and educates pesticide users on container handling and disposal requirements. After the permit is issued, individuals purchase pesticides from local distributors; about 90 percent of pesticides are handled through a flying service based in Newell.

## ENVIRONMENTAL IMPACT ANALYSIS

By itself, the RTP will not directly or indirectly result in any change to the natural or built environment in Modoc County. There are no specific projects that will be built or altered as a result of the RTP's adoption; the RTP is not considered to be a growth inducing plan. The specific environmental impacts associated with each RTP project will be analyzed through development of Environmental Assessments and/or Initial Studies for individual transportation improvements on a project by project basis. For these reasons, it can be reasonably assumed that detailed environmental impacts will not be realized until they are determined on a case by case basis. Furthermore, the RTP is not a land use plan, therefore it cannot set policies which direct growth and development. The RTP's lack of significant environmental impacts is further detailed by the following CEQA checklist:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. <u>Earth</u> . <i>Will the RTP result in:</i>			
a) Unstable earth conditions or in changes in geologic substructures?			X
b) Disruptions, displacements, compaction, or over covering of the soil?			X
c) Change in topography or ground surface relief features?			X



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d) The destruction, covering, or modification of any unique geologic or geologic or physical features?			X
e) Any increase in wind or water erosion of soils, either on or off the site?			X
f) Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?			X
g) Exposure of people or property to geologic hazards, such as earthquakes, landslides, mud slides, ground failure, or similar hazards?			X
2. <u>Air</u> . Will the RTP result in:			
a) Substantial air emissions or deterioration of ambient air quality?			X
b) The creation of objectionable odors?			X
c) Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?			X
3. <u>Water</u> . Will the RTP result in:			
a) Changes in currents or the course of direction of water movements, in either marine or freshwaters?			X
b) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X
c) Alterations to the course or flow of flood waters?			X
d) Changes in the amount of surface water in any water body?			X
e) Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?			X
f) Alteration of the direction or rate of flow of ground waters?			X
g) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
h) Substantial reduction in the amount of water otherwise available for public water supplies?			X
i) Exposure of people or property to water related hazards such as flooding or tidal waves?			X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. <u>Plant Life.</u> <i>Will the RTP result in:</i>			
a) Change in the diversity of species, or number or any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X
b) Reduction of the numbers of any unique, rare, or endangered species of plants?			X
c) Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			X
d) Reduction in acreage of any agricultural crop?			X
5. <u>Animal Life.</u> <i>Will the RTP result in:</i>			
a) Change in the diversity of species, or numbers of any species of animals (birds; land animals, including reptiles; fish and shellfish, benthic organisms or insects)?			X
b) Reduction of the numbers of any unique, rare, or endangered species or animals?			X
c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d) Deterioration to existing fish or wildlife habitat?			X
6. <u>Noise.</u> <i>Will the RTP result in:</i>			
a) Increases in existing noise levels?			X
b) Exposure of people to severe noise levels?			X
7. <u>Light and Glare.</u> <i>Will the RTP result in:</i>			
a) Substantial alteration of the present or planned land-use of an area?			X
8. <u>Land-use.</u> <i>Will the RTP result in:</i>			
a) Substantial alteration of the present or planned land use of an area?			X
9. <u>Natural Resources.</u> <i>Will the RTP result in:</i>			
a) Increase in the rate of use of any natural resources?			X
10. <u>Risk of Upset.</u> <i>Will the RTP result in:</i>			
a) A risk of an explosion or the release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?			X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b) Possible interference with an emergency response plan or an emergency evacuation plan?			X
11. <u>Population</u> . <i>Will the RTP:</i>			
a) Alter the location, distribution, density, or growth rate of the human population of an area?			X
12. <u>Housing</u> . <i>Will the RTP:</i>			
a) Affect existing housing, or create a demand for additional housing?			X
13. <u>Transportation/Circulation</u> . <i>Will the RTP result in:</i>			
a) Generation of substantial additional vehicular movement?			X
b) Effects on existing parking facilities, or demand for new parking?			X
c) Substantial impact upon existing transportation systems?			X
d) Alterations to present patterns of circulation or movement of people and/or goods?			X
e) Alterations to waterborne, rail, or air traffic?			X
f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?			X
14. <u>Public Services</u> . <i>Will the RTP have an effect upon, or result in the need for new or altered governmental services in any of the following areas?</i>			
a) Fire protection?			X
b) Police protection?			X
c) Schools?			X
d) Parks or other recreational facilities?			X
e) Maintenance of public facilities, including roads?			X
f) Other governmental services?			X
15. <u>Energy</u> . <i>Will the RTP result in:</i>			
a) Use of substantial amounts of fuel or energy?			X
b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?			X



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
16. <u>Utilities and Service Systems.</u> <i>Will the RTP result in a need for new systems, or substantial alterations to the following utilities:</i>			
a) Power or natural gas?			X
b) Communications systems?			X
c) Water?			X
d) Sewer or septic tanks?			X
e) Storm water drainage?			X
f) Solid waste and disposal?			X
17. <u>Human Health.</u> <i>Will the RTP result in:</i>			
a) Creation of any health hazard or potential health hazard (excluding mental health)?			X
b) Exposure of people to potential health hazards?			X
18. <u>Aesthetics.</u> <i>Will the RTP result in:</i>			
a) The obstruction of any scenic vista or view open to the public?			X
b) The creation of any aesthetically offensive site open to public view?			X
19. <u>Recreation.</u> <i>Will the RTP result in:</i>			
a) Impact upon the quality or quantity of existing recreational opportunities?			X
20. <u>Cultural Resources.</u> <i>Will the RTP:</i>			
a) Result in the alteration of or the destruction of a prehistoric or historic archaeological site?			X
b) Result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
c) Have the potential to cause a physical change which would affect unique ethnic cultural values?			X
d) Restrict existing religious or sacred uses with the potential impact area?			X

Yes    Maybe    No

21. Mandatory Findings of Significance:

- a) Potential to degrade: Does the RTP have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? X
- b) Short-term: Does the RTP have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? X
- c) Cumulative: Does the RTP have impacts which are individually limited, but cumulatively considerable? X
- d) Substantial adverse: Does the RTP have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? X

**Environmentally Factors Potentially Affected:**

The environmentally factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Land Use and Planning  | <input type="checkbox"/> Transportation/Circulation         | <input type="checkbox"/> Public Services               |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geophysical            | <input type="checkbox"/> Energy and Mineral Resources       | <input type="checkbox"/> Aesthetics                    |
| <input type="checkbox"/> Water                  | <input type="checkbox"/> Hazards                            | <input type="checkbox"/> Cultural Resources            |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Recreation                    |
|   | <input type="checkbox"/> Mandatory Findings of Significance |  |

**Determination**

(To be completed by the Lead Agency)

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. \_\_\_\_\_

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. \_\_\_\_\_

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. \_\_\_\_\_

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analyses as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For



Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, and EIR is required.
- 4) "Potentially Significant Unless Mitigated" applies where the incorporation of mitigation measures has reduced and effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, and effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). See the sample question below. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form, and lead agencies are free to use different ones.

Sample Question:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Issues (and Supporting Information Sources):				
Would the proposal result in potential impacts involving:				
Landslides or mud slides? (1,6)	—	—	—	X
(Attached source list explains that 1 is the general plan, and 6 is a USGS topo map. This answer would probably not need further explanation.)				

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>I. LAND USE AND PLANNING.</b> <i>Would the proposal:</i>				
a) Conflict with general plan designation or zoning? ( )	—	—	—	X
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? ( )	—	—	—	X
c) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? ( )	—	—	—	X
d) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ( )	—	—	—	X
<b>II. POPULATION AND HOUSING.</b> <i>Would the proposal:</i>				
a) Cumulatively exceed official regional or local population projections? ( )	—	—	—	X
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? ( )	—	—	—	X
c) Displace existing housing, especially affordable housing? ( )	—	—	—	X
<b>III. GEOPHYSICAL.</b> <i>Would the proposal result in or expose people to potential impacts involving:</i>				
a) Seismicity: fault rupture? ( )	—	—	—	X
b) Seismicity: Ground shaking or liquefaction? ( )	—	—	—	X
c) Seismicity: seiche or tsunami? ( )	—	—	—	X
d) Landslides or mud slides? ( )	—	—	—	X
e) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? ( )	—	—	—	X
f) Subsidence of the land? ( )	—	—	—	X
g) Expansive soils? ( )	—	—	—	X
h) Unique geologic or physical features? ( )	—	—	—	X
<b>IV. WATER.</b> <i>Would the proposal result in:</i>				
a) Changes in the absorption rates, drainage patterns, or the rate and amount of surface runoff? ( )	—	—	—	X
b) Exposure of people or property to water related hazards such as flooding? ( )	—	—	—	X
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? ( )	—	—	—	X
d) Changes in the amount of surface water in any water body? ( )	—	—	—	X

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e) Changes in currents, or the course or direction of water movements? ( )	—	—	—	X
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? ( )	—	—	—	X
g) Altered direction or rate of flow of groundwater? ( )	—	—	—	X
h) Impacts to groundwater quality? ( )	—	—	—	X
<b>V. AIR QUALITY. <i>Would the proposal:</i></b>				
a) Violate any air quality standard or contribute to an existing or projected air quality violation? ( )	—	—	—	X
b) Expose sensitive receptors to pollutants? ( )	—	—	—	X
c) Alter air movement, moisture, or temperature, or cause any change in climate? ( )	—	—	—	X
d) Create objectionable odors? ( )	—	—	—	X
<b>VI. TRANSPORTATION/CIRCULATION. <i>Would the proposal result in?</i></b>				
a) Increased vehicle trips or traffic congestion? ( )	—	—	—	X
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? ( )	—	—	—	X
c) Inadequate emergency access or access to nearby uses? ( )	—	—	—	X
d) Insufficient parking capacity on-site or off-site? ( )	—	—	—	X
e) Hazards or barriers for pedestrians or bicyclists? ( )	—	—	—	X
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ( )	—	—	—	X
g) Rail, waterborne, or air traffic impacts? ( )	—	—	—	X
<b>VII. BIOLOGICAL RESOURCES. <i>Would the proposal result in impacts to:</i></b>				
a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? ( )	—	—	—	X
b) Locally designated species (e.g. heritage trees)? ( )	—	—	—	X
c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)? ( )	—	—	—	X
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)? ( )	—	—	—	X
e) Wildlife dispersal or migration corridors? ( )	—	—	—	X



Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>VIII. ENERGY AND MINERAL RESOURCES.</b> <i>Would the proposal:</i>				
a) Conflict with adopted energy conservation plans? ( )	—	—	—	X
b) Use non-renewable resources in a wasteful and inefficient manner?	—	—	—	X
<b>IX. HAZARDS.</b> <i>Would the proposal involve:</i>				
a) A risk of accidental exposure or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? ( )	—	—	—	X
b) Possible interference with an emergency response plan or emergency evacuation plan? ( )	—	—	—	X
c) The creation of any health hazard or potential health hazard?	—	—	—	X
d) Exposure of people to existing sources of potential health hazards?	—	—	—	X
e) Increased fire hazard in areas with flammable brush, grass, or trees? ( )	—	—	—	X
<b>X. NOISE.</b> <i>Would the proposal result in:</i>				
a) Increases in existing noise levels? ( )	—	—	—	X
b) Exposure of people to severe noise levels? ( )	—	—	—	X
<b>XI. PUBLIC SERVICES.</b> <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>				
a) Fire protection? ( )	—	—	—	X
b) Police protection? ( )	—	—	—	X
c) Schools? ( )	—	—	—	X
d) Maintenance of public facilities, including roads? ( )	—	—	—	X
e) Other governmental services? ( )	—	—	—	X
<b>XII. UTILITIES AND SERVICE SYSTEMS.</b> <i>Would the proposal result in a need for new systems, or substantial alterations to the following utilities:</i>				
a) Power or natural gas? ( )	—	—	—	X
b) Communications systems? ( )	—	—	—	X
c) Local or regional water treatment or distribution facilities? ( )	—	—	—	X
d) Sewer or septic tanks?	—	—	—	X
e) Storm water drainage? ( )	—	—	—	X
f) Solid waste disposal? ( )	—	—	—	X

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<b>XIII. AESTHETICS. <i>Would the proposal:</i></b>				
a) Affect a scenic vista or scenic highway? ( )	—	—	—	X
b) Have a demonstrable negative aesthetic effect? ( )	—	—	—	X
c) Create light or glare? ( )	—	—	—	X
<b>XIV. CULTURAL RESOURCES. <i>Would the proposal:</i></b>				
a) Disturb paleontological resources? ( )	—	—	—	X
b) Disturb archaeological resources? ( )	—	—	—	X
c) Affect historical resources? ( )	—	—	—	X
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? ( )	—	—	—	X
e) Restrict existing religious or sacred uses within the potential impact area? ( )	—	—	—	X
<b>XV. RECREATION. <i>Would the proposal:</i></b>				
a) Increase the demand for neighborhood or regional parks or other recreational facilities? ( )	—	—	—	X
b) Affect existing recreational opportunities? ( )	—	—	—	X
<b>XVI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	—	—	—	X
b) Does the project have the potential to achieve short-term, to the disadvantage or long-term, environmental goals?	—	—	—	X
c) Does that project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	—	—	—	X
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	—	—	—	X

## **XVII. EARLIER ANALYSES.**

Earlier analyses may be used where, pursuant to the tiring, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.
- b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of an adequately analyzed by the earlier document.
- c) **Mitigation measures.** For effects that are "potentially significant" or "potentially significant unless mitigated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

**Authority:** Public Resources Code Sections 21083 and 21087.

**Reference:** Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21092.1, 21083, 21083.3, 21083, 21094, 21151; Sundstrom v. County of Mendocino, 292 Cal. App. 3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal. App. 3d 1337 (1990).



1994 Regional Transportation Plan  
Comments and Responses

## DEPARTMENT OF TRANSPORTATION

P.O. BOX 494040  
REDDING, CA 96049-4040  
TDD (916) 225-3464



Phone: 916-225-3249

January 23, 1995

Mr. John Pedersen, Executive Director  
Modoc County Local Transportation Commission  
202 West Fourth Street  
Alturas, CA 96101

Attention Ms. Debbie Young

Dear Mr. Pedersen:

Caltrans has reviewed the Modoc County draft 1994 Regional Transportation Plan. It is a good document that clearly describes the region's transportation system. The data is well organized and well presented. Following is a concerted page by page response with what we hope are some helpful suggestions:

Page numbers listed in the Table of Contents do not match actual page numbers

Pages 16 & 49 - The RTP mentions the Greyhound route may be abandoned. What is the anticipated impact on the County's transportation system? Is ridership of this service significant? If so, does the County have plans to replace this service?

Page 19 - Under "Aviation" - a discussion of the type of traffic using the airports would be useful, for example, leisure, business, and air shipping.

Pages 23 and 55 - Under "Goods Movement" and "Public Transportation," respectively, - passenger rail is discussed as having the potential for public transportation in Modoc County. Are there studies planned? It seems there should be an objective articulating this under Public Transportation on page 36.

Page 30 - Burton E. Brockett's new title is District Division Chief, Planning.

Page 36 - Under "Streets and Highways Policy" - county wide transportation should be covered. It appears to cover only County's system.

Mr. John Pedersen  
January 23, 1995  
Page 2

Page 47 - The total in the 97/98 column does not add up.

Page 50 - Under "Nonmotorized" — adequate shoulder widths should be mentioned as important as well as bike paths and sidewalks.

Pages 51 and 54 - Updated dollars and PSR dates forwarded via fax on January 12, 1995.

Page 52 - Under "Streets and Highways" — the first two sentences, regarding rescinding freeway declarations, should be removed. (This statement should not have appeared in the 1992 RTP.)

Page 61 - Under "Gas Tax - State Highway Account" — it should be mentioned there was an additional nine cents per gallon State tax increase in 1990.

Page 73 - Burton E. Brockett's new title is District Division Chief, Planning.

The following are comments on the "Environmental Discussion Draft Initial Study" Section of the draft RTP:

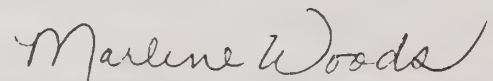
Page 10 - Items 3c, f and i should be "Maybe."

Page 11 - Items 4b and c should be "Maybe," and "e Wetlands impacts?" should be added and checked "Maybe."

Page 13 - Item 20a should be "Maybe."

I hope you will find the above comments and suggestions helpful. I would also like to take this opportunity to thank Modoc County for its prompt responses to our many urgent requests for information and for its timely submittal of all required documents and reports. It is a pleasure doing business with you!

Sincerely,



MARLENE WOODS  
Regional Transportation  
Planning, District 2





County of Modoc  
Department of Public Works

202 W. 4th STREET  
ALTURAS, CALIFORNIA 96101  
(916) 233-6403 office  
(916) 233-3132 FAX

JOHN G. PEDERSEN  
Director/Road Commissioner

MICHAEL L. MACDONALD  
*Deputy Road Commissioner*  
RICHARD R. HIRONYMOUS  
*Deputy Director Public Works*  
MICHAEL KIP LYBARGER  
*County Surveyor*

January 24, 1995

Marlene Woods  
Regional Transportation  
Caltrans District 02  
P.O. Box 496073  
Redding, California 96049-6073

Dear Ms. Woods;

This following is in response to the comments that were received from you dated January 23, 1995 (Caltrans comments are italicized):

- 1. The page numbers listed in the Table of Contents do not match actual pages. This problem has been resolved in the final document.*
- 2. Pages 16 and 49 - The RTP mentions the Greyhound route may be abandoned. What is the anticipated impact on the County's transportation system? Is ridership of this service significant? If so, does the County have plans to replace this service?* It is too early to determine if there will be any impacts to the transportation system in Modoc County. The possibility of an abandonment was announced three months ago, and impacts at this time are unknown. Greyhound is petitioning PUC for \$600,000, they claim this amount as annual losses for operating this route. Staff will stay abreast of the situation and plan accordingly.
- 3. Page 19 - Under "Aviation" a discussion of the type of traffic using the airports would be useful, i.e., leisure, business, air shipping.* An additional statement has been added to the final document stating that most of the air traffic is commercial or business related.
- 4. Pages 23 & 55 - Under "Goods Movement" and "Public Transportation", respectively, passenger rail is discussed as having the potential for public transportation in Modoc County. Are there studies planned? It seems there should be an objective articulating this under Public Transportation on Page 36.* There are no studies planned for passenger rail service; currently, the County does not have the population or economic base to support passenger rail service. No changes were made to the document regarding this comment.
- 5. Page 30 - Burt Brockett's new title is District Division Chief, Planning.* This modification was made throughout the final document.
- 6. Page 36 - Under "Streets and Highways Policy" countywide transportation should be covered. It appears to cover only County's system. This concern has been addressed by including additional goals and objectives under "Streets and Highways".*

7. Page 47 - The total in the 97/98 column does not add up. This has been corrected in the final document.

8. Page 50 - Under "Nonmotorized" adequate shoulder widths should be mentioned as important as well as bike plans and sidewalks. This change has been incorporated into the final document.

9. Page 51 & 54 - Updated dollars and PSR dates forwarded via fax on January 12, 1995. These updates have been made to the final document.

10. Page 52 - Under "Streets and Highways" the first two sentences, regarding rescinding freeway declarations, should be removed. The two sentences have been removed from the final document.

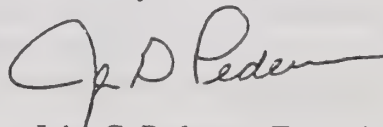
11. Page 61 - Under "Gas Tax - State Highway Account" it should be mentioned there was an additional nine cents per gallon State tax increase in 1990. This change has been made.

12. Page 73 - Burt Brockett's new title is District Division Chief, Planning. This change has been made.

13. The following are comments on the "Environmental Discussion Draft Initial Study" section of the draft RTP: Page 10 - Items 3c, f, and i should be "Maybe". Page 11 - Items 4b and c should be "Maybe", and "e) Wetlands impacts?" should be added and checked "Maybe". Page 13 - Item 20a should be "Maybe". On January 19, 1995, the Modoc County Environmental Review Committee adopted a negative declaration, without conditions, for the 1994 RTP. All responses to the questions on the Initial Study were answered "no". It was noted that the 1994 RTP is a planning document that does not have specific project approval, and any future construction projects or projects as defined by CEQA will be subject to review by the Modoc County Environmental Review Committee. Therefore, the above changes were not incorporated into the environmental document.

Thank-you for your review of the 1994 Regional Transportation Plan and the comments that were provided. The 1994 RTP is proposed for adoption by the Modoc County Local Transportation Commission on February 7, 1995. Copies of the final document will be distributed after that meeting.

Sincerely,



John G. Pedersen, Executive Director  
Modoc County Local Transportation Commission

Jeff Stone  
204 N. East St.  
Alturas, CA 96101-4034

December 5, 1994

Debbie Young  
Staff Assistant  
Modoc County Local Transportation Commission  
202 W. 4th St.  
Alturas, CA 96101

Dear Ms. Young:

I have reviewed the draft 1994 Modoc County Regional Transportation Plan. I am most interested in the non-motorized element of the plan, in particular the bikeway plan for the City of Alturas. I have some suggestions for improvements to this plan, which are noted on the enclosed map and explained below.

East-west flow is fairly well provided for in the plan as proposed. The only two additions I would make are extending the 12th St. bikeway both east and west to the respective city limits, and including McDowell Ave. from the hospital to the eastern city limit.

12TH STREET. As currently proposed, the 12th St. bikeway extends from Warner St. to Main St., where it dead ends. Extending it would give bicyclists entering Alturas from east and west the full benefit of a bikeway within the city limits; would provide access to businesses on Hwy. 395; and would correct the problem of the bikeway dead ending at Main St., by connecting with East St. (which I am also proposing for inclusion, see below). As this entire corridor is being recommended for widening in either the short- or long-term, it would be no great addition to the cost of these projects to include bikeways.

MCDOWELL AVENUE. Including McDowell Ave. would give access to the hospital, the park, Alturas Garden Apartments, and County Road 56 to Dorris Reservoir and the Wildlife Refuge (which is included in the County Bikeway Plan).

North-south flow is not so well provided for. Additions that I would recommend are the West St./Nagle St. corridor, Main St. from Carlos St. south, extending the Howard St. bikeway to 12th St., and using East and Estes Sts. instead of Court St.

WEST AND NAGLE STREETS. This corridor is proposed for improvement in the Transportation Plan. Again, providing for a bikeway would not add much to the cost of the project, and it would provide better access to the livestock arena, the new Forest Service and BLM offices, and County Road 54 to Calpines (which is included in the County Bikeway Plan).



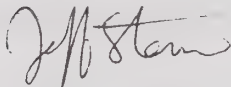
MAIN STREET. Inclusion of Main St. from Carlos St. south to Glenn St. would provide access to McDowell Ave (see above) and the Forest Service yard. It would also give bicyclists entering Alturas from the south the benefit of a bike lane.

HOWARD STREET. Extending the Howard St. bikeway from 8th St. to 12th St. would give bicyclists access to 12th St. from the south without having to use Main St.

EAST AND ESTES STREETS. I propose to eliminate Court St. (from Modoc St. to 8th St.) from the bikeway plan and instead include East St. from the northern city limit to Modoc St., Modoc St. from Court St. to Estes St., and Estes St. from Modoc St. to McDowell Ave. This alternative would provide access to Modoc Estates, 12th St., and McDowell Ave. via a continuous route on the east side of town. Another advantage is that most of East St. is scheduled for chip-sealing, which would provide a better surface.

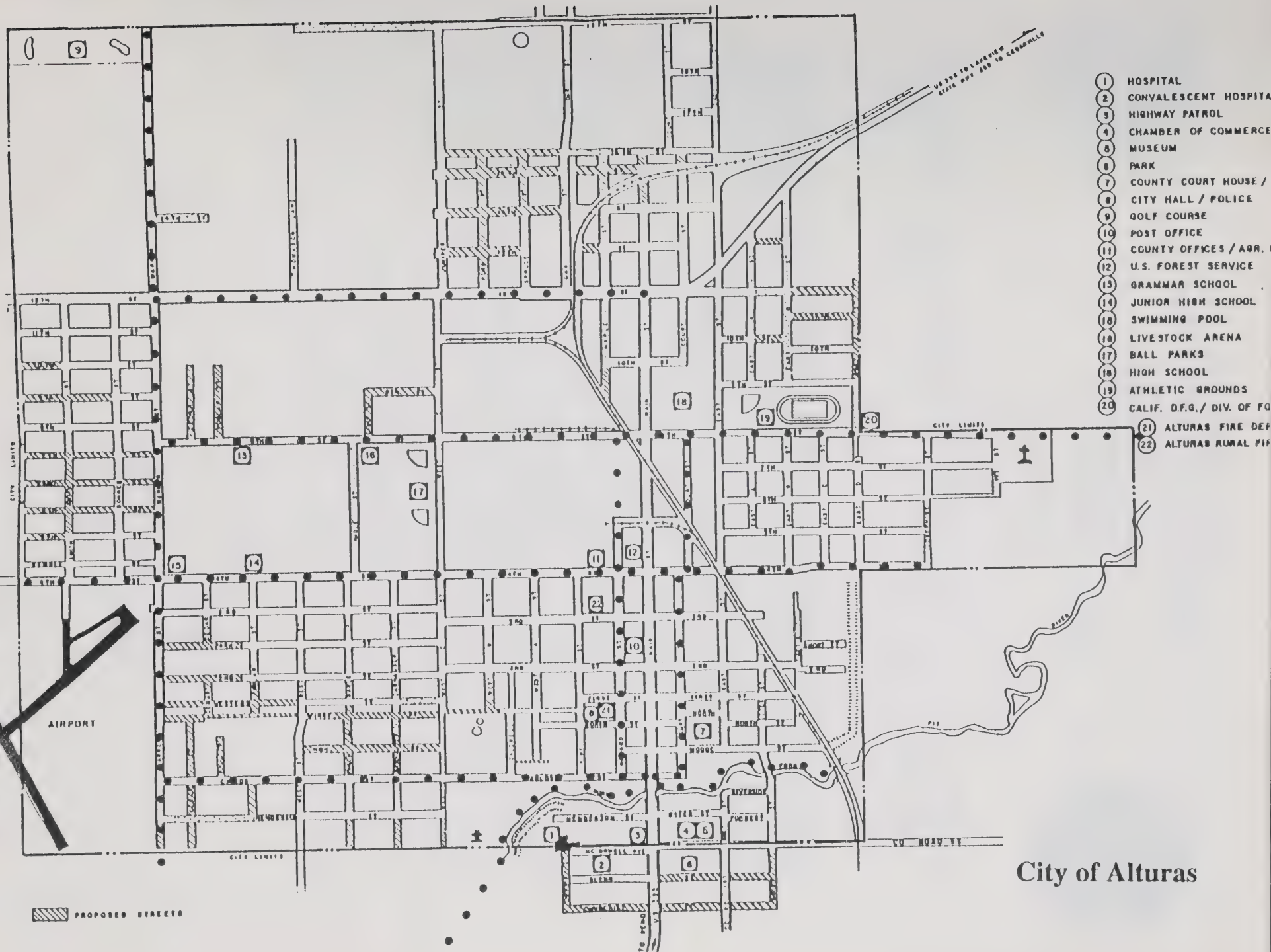
I believe that these proposals for the city's Bikeway Plan would result in a better functioning, more logical system. Thank you for the opportunity to comment.

Sincerely,



Jeff Stone

M-7A



City of Alturas



County of Modoc  
Department of Public Works

202 W. 4th STREET  
ALTURAS, CALIFORNIA 96101  
(916) 233-6403 office  
(916) 233-3132 FAX

JOHN G. PEDERSEN  
Director/Road Commissioner

MICHAEL L. MACDONALD  
Deputy Road Commissioner

RICHARD R. HIRONYMOUS  
Deputy Director Public Works

MICHAEL KIP LYBARGER  
County Surveyor

January 6, 1995

Jeff Stone  
204 N. East Street  
Alturas, California 96101

Dear Mr. Stone;

This letter is in response to your comments regarding the 1994 Draft Modoc County Regional Transportation Plan. You expressed concerns with the City of Alturas proposed bikeway plan. Your comments have been submitted to the City of Alturas, and the City Council will review your comments on Tuesday, January 10, 1995, during their regular meeting. If you have additional comments or questions please call me at (916) 233-6403.

Sincerely,

A handwritten signature in black ink, appearing to read "J. G. Pedersen", is written over a horizontal line.

John G. Pedersen,  
Executive Director  
Modoc County Local Transportation Commission

CC: Modoc County Environmental Review Committee  
Council of the City of Alturas  
Jerry Severson, Regional Transportation Planning Coordinator, Caltrans District 2

JGP:DMY:dmy



December 23, 1994

Mr. William "Chip" Greene, Chairman  
Modoc County Local Transportation Commission  
202 West 4th Street  
Alturas, CA 96101

Dear Mr. Greene:

This is a comment regarding the Draft Modoc County Regional Transportation Plan, 1994. I believe that a traffic study should be done at the intersection of Warner and State Route 299. The traffic study should encompass all traffic from the western city limits to the intersection of SR299 and SR395. My specific concern here is the intersection of SR299 and Warner. Due to the increased traffic flow around the Holiday Market, the pedestrian traffic from the elementary school to the Holiday Market, and the proposed bicycle lane that will cross SR299 when traffic is allowed to proceed at 50 mph, I am concerned about safety. Small children have been injured at this intersection in the past, and additional injuries or possible deaths may occur in the future with increased traffic loads. A traffic study to determine the safe speed limit would be prudent. If the traffic study indicates that a reduction in speed is warranted, I propose that the reduced speed limit be posted and enforced. I have had a discussion with a member of the California Highway Patrol, which enforces the speed here, and he indicated that he believes that a 50 mph speed limit is excessive at this intersection during peak traffic flow.

I am looking forward to seeing your response to my comment in your final report. Now that this has been brought to your attention, I am sure that you will act in a reasonable and hasty manner to alleviate my concerns regarding the excessive speed allowed along this stretch of road.

Sincerely,



R. Mark Armstrong  
1309 W. 8th Street  
Alturas, CA 96101  
(916) 233-2068

## DEPARTMENT OF TRANSPORTATION

P.O. BOX 494040  
REDDING, CA 96049-4040  
TDD (916) 225-3464



Phone: 916-225-3479

January 18, 1995

Mr. R. Mark Armstrong  
1309 West Eighth Street  
Alturas, CA 96101

Dear Mr. Armstrong:

Your letter of December 23, 1994, to Mr. William Greene regarding State Route 299 was redirected to my office. Thank you for your concern for safety on Route 299.

The speed zones on Highways 299 and 395 within the City of Alturas are scheduled for an engineering and traffic survey in the summer of 1995. This is done every five years in compliance with Sections 40802 and 627 of the California State Vehicle Code. At that time there will also be a study of existing traffic conditions and accident locations.

Enclosed with this letter is a copy of "Realistic Speed Zoning." It will help explain why and how speed zones are created. If you have any questions, please contact Brian McElwain of my staff at 916-225-3398.

Sincerely,

Original Signed By:  
ROBERTA L. McLAUGHLIN

ROBERTA L. McLAUGHLIN, P.E.  
Chief, Traffic Engineering  
Office, District 2

Enclosure

cc: California Highway Patrol, Alturas, CA.  
Mr. William Greene, Modoc Co. Transportation Commission  
Mr. John G. Pedersen, Dept. of Public Works, Modoc Co.



County of Modoc  
Department of Public Works

202 W. 4th STREET  
ALTURAS, CALIFORNIA 96101  
(916) 233-6403 office  
(916) 233-3132 FAX

JOHN G. PEDERSEN  
Director/Road Commissioner

MICHAEL L. MACDONALD  
*Deputy Road Commissioner*

RICHARD R. HIRONYMOUS  
*Deputy Director Public Works*

MICHAEL KIP LYBARGER  
*County Surveyor*

January 6, 1995

R. Mark Armstrong  
1309 W. 8th Street  
Alturas, California 96101

Dear Mr. Armstrong;

Mr. William "Chip" Greene, Chairman of the Modoc Local Transportation Commission, asked me to respond to your letter regarding the 1994 Draft Modoc County Regional Transportation Plan. You expressed concerns with the intersection of Warner and State Route 299, specifically with the 50 mph speed limit at that section of highway. In 1993, the Modoc County Local Transportation Commission adopted a resolution outlining and prioritizing Regional Transportation Improvement Programs (RTIP). A copy of the RTIP (contained on page 42 of the Regional Transportation Plan) is attached for your reference.

The State Route 299 widening project was the Commission's first priority; the widening will start at Mill Street and end at the 299/395 intersection at North Main Street. Prior to construction, a new traffic study should be conducted on that section of highway. I understand your concerns, however the Modoc County Local Transportation Commission does not have jurisdiction over this matter. Therefore, a copy of your letter, along with this response, has been forwarded to Caltrans Attention Tim Huckabay, P.O. Box 496073, Redding, California 96049-6073; I have requested Caltrans to make a formal comment to you regarding this matter. If you have any additional questions or comments please call (916) 233-6403.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. G. Pedersen", written over a horizontal line.

John G. Pedersen,  
Executive Director  
Modoc County Local Transportation Commission

CC: Tim Huckabay, Caltrans District 2  
Council of the City of Alturas  
Modoc County Environmental Review Committee  
Jerry Severson, Regional Transportation Planning Coordinator, Caltrans District 2  
William "Chip" Greene, Chairman, Modoc County Local Transportation Commission

JGP:DMY:dmy



## NOTICE OF PREPARATION AND PUBLIC REVIEW

TO: \_\_\_\_\_ Office of Planning & Research  
1400 10th St., Room 121  
Sacramento, CA 95814

\_\_\_\_\_ Modoc County Clerk  
P.O. Box 131  
Alturas, CA 96101

FROM: Modoc County  
Planning Dept.  
Envir. Review  
202 West 4th  
Alturas, CA  
96101  
(916)233-6406

**Subject:** Filing of Notice of Preparation and Public Review of Environmental Document in compliance with Section 21092.3 of the Public Resources Code.

**PROJECT INFORMATION -** Modoc County Regional Transportation Plan - 1994

**ENVIRONMENTAL DOCUMENT:** Negative Declaration (attached)

State Clearinghouse Number: 94123044

Lead Agency Contact Person: John Heiser, Assistant Planner; Phone (916) 233-6406

This is to advise the public that the County of Modoc Environmental Review Committee has prepared the environmental document described in this notice and released said document for public review and comment as described in the Notice of Preparation.

The EIR or Negative Declaration and record of project may be examined at the County of Modoc Planning Department, at the address above.

Signature \_\_\_\_\_

Date 1-25-95

Title \_\_\_\_\_

### AFFIDAVIT OF FILING AND POSTING

I declare that on \_\_\_\_\_ I received and posted this notice as required by Section 21092.3 of the California Public Resources Code. Said notice will remain posted for 30 days from the filing date.

Signature \_\_\_\_\_

Title \_\_\_\_\_

Revised 08/93

Modoc County Environmental Review Committee  
202 West Fourth Street,  
Alturas, CA 96101  
(916) 233-6406

## NEGATIVE DECLARATION

The Modoc County Environmental Review Committee (ERC) has prepared an Initial Study evaluating the environmental effects which could occur if the project described below were implemented. The Committee has determined there is no substantial evidence that the project, as modified by the mitigation measures, may have a significant effect on the environment. The full and complete Initial Study is on file at the address above. The Negative Declaration will be adopted by the advisory and decision-making bodies when they make a decision on the project. Authority: Modoc County Procedures for Environmental Review, the California Environmental Act and California Environmental Quality Act Guidelines.

NOTICE GIVEN: By publication in the *Modoc County Record* on December 8, 1994, and continuation of meeting January 12, 1995 and mailing to interested agencies and posted on December 7, 1994 as referenced in the project file.

**PUBLIC REVIEW PERIOD ENDS:** February 28, 1995

### PROJECT INFORMATION

**Summary:** Modoc County Regional Transportation Plan (RTP) 1994.  
A document that identifies goals, policies and programs as related to the transportation system within the County.

**Owner / Applicant:** Modoc County Road Department 202 West 4th Street  
Alturas CA, 96101

**Project Type:** Transportation Plan - 1994

**Project Reference Number:** ER94-32

**Location:** County Wide.

**Environmental Document:** Negative Declaration

### Summary of Environmental Effects and Mitigation Measures Identified in the Initial Study.

The Planning Department requests that any specific projects that are discussed in the plan, will be required to go through the environmental review process.

**MONITORING REPORT:** None.

  
\_\_\_\_\_  
Scott Kessler, Chairman ERC

  
\_\_\_\_\_  
Date

## NOTICE OF PREPARATION AND PUBLIC REVIEW

TO: \_\_\_\_\_ Office of Planning & Research  
1400 10th St., Room 121  
Sacramento, CA 95814

\_\_\_\_\_ Modoc County Clerk  
P.O. Box 131  
Alturas, CA 96101

FROM: Modoc County  
Planning Dept.  
Envir. Review  
202 West 4th  
Alturas, CA  
96101  
(916)233-6406

**Subject:** Filing of Notice of Preparation and Public Review of Environmental Document in compliance with Section 21092.3 of the Public Resources Code.

**PROJECT INFORMATION** - Modoc County Regional Transportation Plan - 1994

**ENVIRONMENTAL DOCUMENT:** Negative Declaration (attached)

State Clearinghouse Number: 94123044

Lead Agency Contact Person: John Heiser, Assistant Planner; Phone (916) 233-6406

This is to advise the public that the County of Modoc Environmental Review Committee has prepared the environmental document described in this notice and released said document for public review and comment as described in the Notice of Preparation.

The EIR or Negative Declaration and record of project may be examined at the County of Modoc Planning Department, at the address above.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date 1-25-95

\_\_\_\_\_  
Title Ed Chairman

### AFFIDAVIT OF FILING AND POSTING

I declare that on \_\_\_\_\_ I received and posted this notice as required by Section 21092.3 of the California Public Resources Code. Said notice will remain posted for 30 days from the filing date.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

Revised 08/93



# Publisher's Affidavit of Publication

STATE OF CALIFORNIA

COUNTY OF MODOC

SS.

## LEGAL NOTICE

### MODOC COUNTY ENVIRONMENTAL REVIEW HEARING

The Modoc County Environmental Review Committee (ERC) will consider the environmental effects of the following project at their regular meeting held Thursday, January 19, 1995 at 9:00 a.m., at 202 W. Fourth Street Conference Room, Alturas, CA. To submit written comments, obtain staff reports or other information contact the Planning Dept., 202 W. Fourth St. Alturas, CA 96101, (916) 233-6406.

(1). Public Forum. The public may comment on matters under the jurisdiction of the committee which are not on the agenda. The Chairman may limit the time for each comment.

#### Public Hearings

(2). Modoc County will be holding an environmental impact assessment for the Draft Regional Transportation Plan 1994 (RTP). The assessment will examine the environmental implications of the RTP and explore methods to avoid potentially significant adverse environmental impacts and implementation of the proposed goals and policies.

Per Government Code Section 65009 (b) (2), "if you challenge the action described in this notice in court, you may be limited to raising only those issues you or someone raised at the public hearing described in this notice, or in written correspondence delivered to the Environmental Review Committee at, or prior to, the public hearing."

S/ Scott Kessler,  
Chairman

(1T)Jan. 12, 1995

Rick Holloway being first duly sworn says; that he is and was at all times mentioned herein, a citizen of the United States over the age of twenty-one years, a resident of the County of Modoc and state aforesaid, and not a party to or interested in the action, matter or proceedings mentioned or referred to in the attached printed copy of MODOC COUNTY RECORD

P.O. BOX 531

Alturas, CA 96101

that the Modoc County Record was for more than one year prior to the first publication of said notice, of which the attached is a true copy, a newspaper of general circulation as defined by Sec. 6027 Government Code of the State of California, printed and published at regularly weekly intervals in the City of Alturas, Modoc County, and during said time this affiant was Editor thereof and had charge of the advertising matters therein; that said notice was printed and published in the regular issues of said newspaper and not a supplement thereof, for issues commencing on the 12

day of January, 19 95 and ending on the 12 day of January, 19 95 both days inclusive, and being in the regular issues of said newspaper dated and published on

January 12, 19 95

Established June 1, 1892.

Subscribed and sworn to before me this

12 day of January, 19 95

Paren G. Budmark





PETE WILSON  
GOVERNOR

# State of California

## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO 95814



LEE GRISSOM  
DIRECTOR

916/445-0613

DEC 22 1994

December 20, 1994

By 

Mr. John Heiser  
Modoc County Planning Department  
202 West 4th  
Alturas, California 96148

Re: Modoc County Regional Transportation Plan, SCH # 94123044

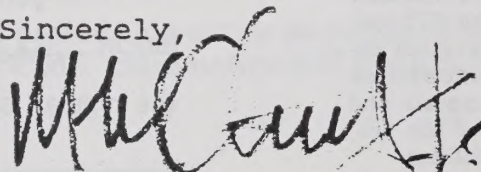
Dear Mr. Heiser:

This is to inform you that your request for a shortened review period has been denied pursuant to Section 21091 of the Public Resources Code.

This code section states that a shortened review period shall be consistent with the criteria set forth in the written guidelines of the Office of Planning and Research. Accordingly, the review period for the state agencies will be from December 19, 1994 to December 18, 1995.

A copy of the new laws and OPR guidelines governing shortened review requests has been enclosed for your review. If you have any questions, please contact me at the above number.

Sincerely,



Michael Chiriatti, Jr.  
Chief, State Clearinghouse

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